Fontaine Parts Connection

Service Manual

Includes:

- Identify your fifth wheel
- Pre-service procedures
- Preventive maintenance
- Troubleshooting
- Rebuild information
- Mounting information
- Frequently asked questions
- Supplemental videos available at www.fifthwheel.com

Contents

Section A: Fontaine No-Slack® 7000CC, 7000 & 6000

Section B: Fontaine No-Slack® 5092

Section C: Fontaine 3000 Series

Section D: Mounting information

Section E: Frequently asked questions

FONTAINE® PARTS CONNECTION

Focused On Fifth Wheels

www.fifthwheel.com

©Copyright 2008 • Fontaine Parts Connection

7000CC/7000/6000
Top Plates

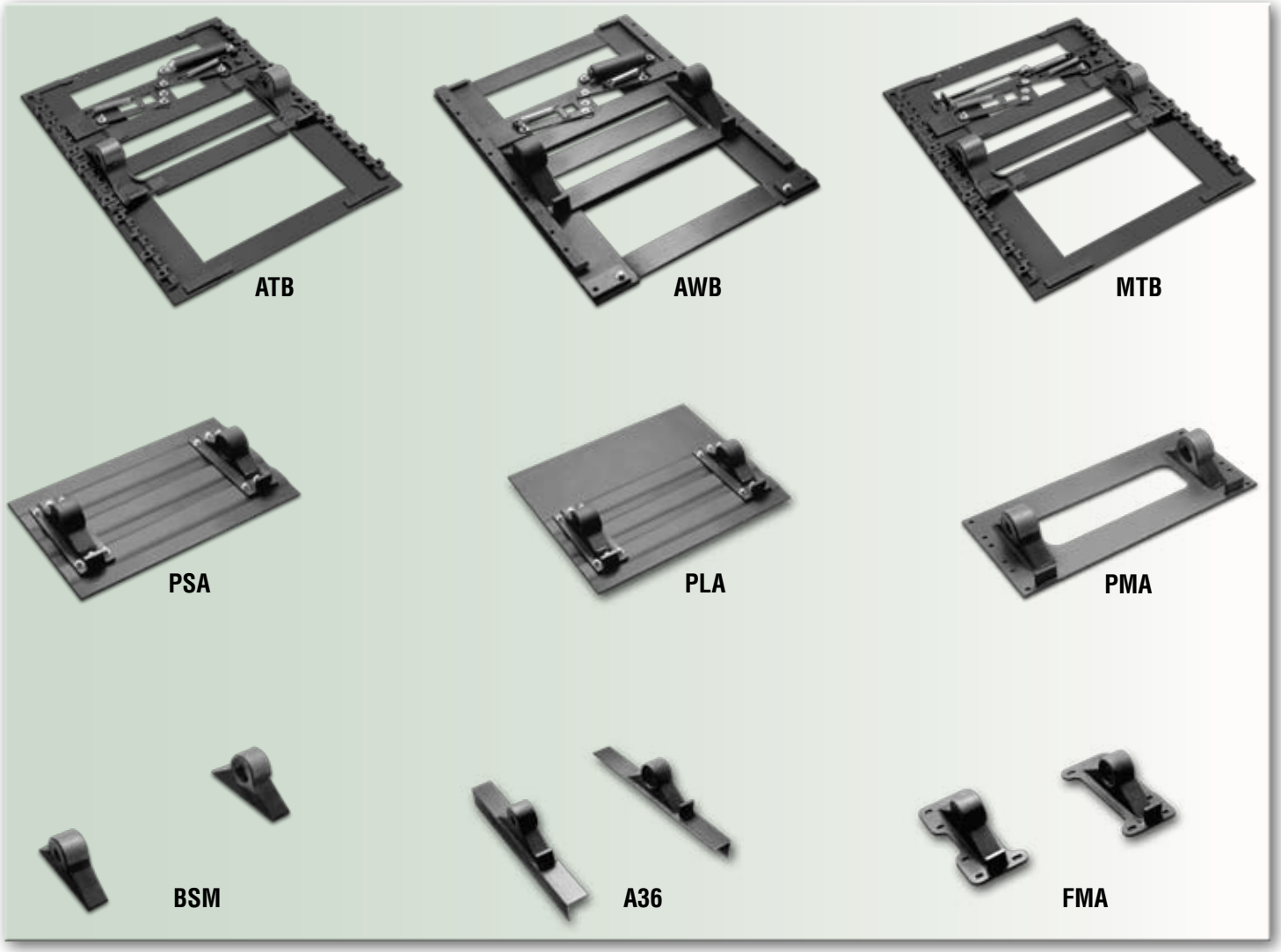
Contents

Identify your fifth wheel .....Sec A: 1-2
Pre-service procedures.....Sec A: 3-5
Preventive maintenance.....Sec A: 6-9
Troubleshooting .....Sec A: 10-15
Rebuild .....Sec A: 16-23

Identify fifth wheel assembly

Identify top plate

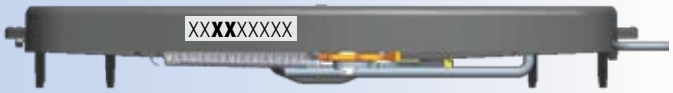
Identify slides and brackets (Note: see Slides and Bracket section for more information)



Identify your fifth wheel

Serial number locations

Old style serial number (before 11/27/00). Serial number located on small rectangular tag on front of top plate. Note: position 3 and 4 of the serial number indicates the year built.



No-Slack® front view

New style serial number (after 11/27/00). Serial number engraved directly into the right side of fifth wheel skirt. Note: position 5 and 6 of the serial number indicates the year built.

No-Slack® right side view

Part number nomenclature

Fontaine International complete assembly part numbers. Example: **SL7ATB675012**

1. Top plate

SL Release
- SL = Side left
- SR = Side right
- AA = Air actuated
- BL = Blocked left

7 Top plate model
- C = 7000CC No-Slack® (left release only)
- 7 = 7000 No-Slack®
- 6 = 6000 No-Slack®

2. Mounting bracket

ATB Mounting bracket model
- ATB = Air slide bracket
- MTB = Manual slide bracket
- PMA = Plate mount adjustable
- PSA = Short plate mount
- PLA = Long plate mount
- FMA = Frame mount
- BSM = Bracket stationary mount
- AWX = Xtra® heavy duty air wedge slide
- A36 = Stationary angle mount

6750 Mounting height

Actual height from truck frame to top of fifth wheel.

Examples:
- 7125 = 7-1/8"
- 7250 = 7-1/4"
- 8375 = 8-3/8"
- 9750 = 9-3/4"

3. Slide rail

12 Slide travel

For sliding fifth wheels only.

Example:
- 12 = 12" slide
- 24 = 24" slide
- 36 = 36" slide
- 48 = 48" slide

Duty class restrictions

Standard duty

weight:	Less than 95,000 lbs (43,000 kg) gross combination weight (GCW)
Road type:	100% on-highway application on maintained concrete or asphalt roads
Travel type:	More than 30 miles between each stop
Axle limitation:	Maximum number of towed axles equals 2
Top plates:	3000 (van trailers flatbeds, stretch and skate trailers only), 6000, 7000, 7000CC

Moderate duty (on-highway)

Weight:	Less than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	100% on-highway application on maintained concrete or asphalt roads
Travel type:	No minimum mileage between stops.
Axle limitation:	Maximum number of towed axles equals 4
Top plates:	6000, 7000, 7000CC, H5092

Moderate duty (off-highway)

Weight:	Less than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	Less than 10% off-highway application on maintained concrete, asphalt, gravel or crushed rock roads
Travel type:	No minimum mileage between stops
Axle limitation:	Maximum number of towed axles equals 4
Top plates:	6000 (van trailers only), 7000, 7000CC, H5092

Severe Duty (on-highway)

Weight:	More than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	Less than 10% off-highway application on maintained concrete, asphalt, gravel or crushed rock roads
Travel type:	No minimum mileage between stops
Axle limitation:	No axle limitations
Top plates:	7000 (van trailers only), 7000CC, H5092

Severe duty (off-highway)

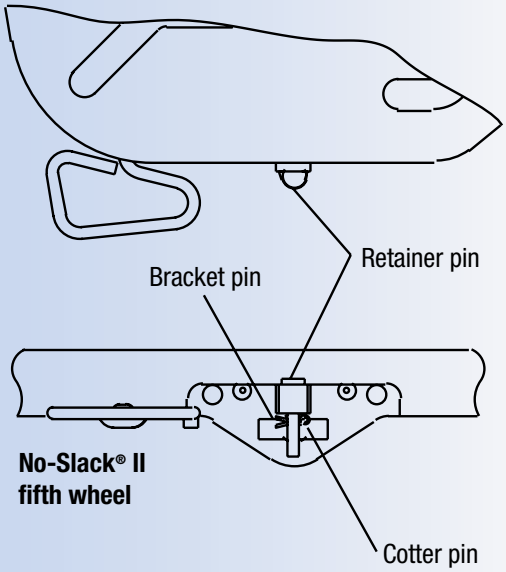
Weight:	More than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	Any off-highway application on all road types including non-maintained roads
Travel type:	No minimum mileage between stops
Axle limitation:	No axle limitation
Special applications:	All logging, mining and oil field applications fall into this category regardless of anticipated weight, road type or number of axles
Top plates:	H5092, X5092

See *No-Slack® Pre-Service Deliver and Inspection* video at www.fifthwheel.com ... click on Videos button

A. Check fasteners

Make sure all nuts and bolts are in place and properly tightened.

Check to see if both bracket pins are in place and secured by retainer pins and cotter pins.

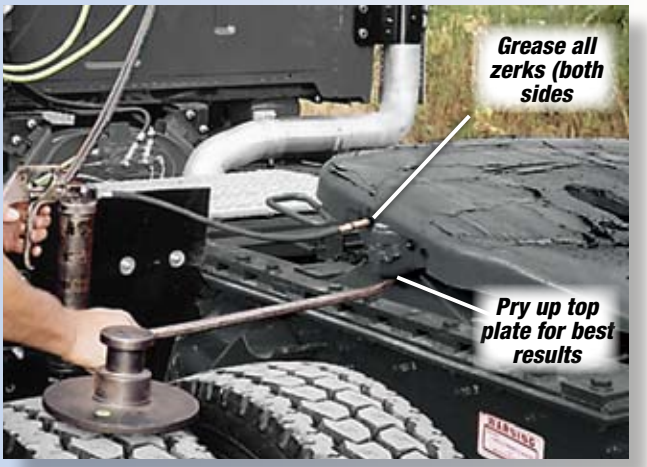


B. Lubricate fifth wheel.

Lubricate the fifth wheel prior to opening and closing.

Pre-service lubrication

1. On models ***WITHOUT*** bracker liners lift the top plate forward (front of the fifth wheel down) and apply grease to each bearing area through the zerk fitting (No-Slack® has two fittings each side) located on each side of the top plate just to the front of the bracket pins. Continue to apply grease until it is coming out of the back of the bearing. It may be necessary to raise the rear of the fifth wheel with a pry bar to open up the pocket slightly and allow the grease to flow through.



Grease the mount brackets (4 zerks). Lift the top plate up with a pry bar to ensure grease gets to the top of the brackets. If your model features bracket liners skip this step, but check for free rocking motion.

A substantial amount of grease may be required initially to fill the reservoir. Tilt the wheel to the rear (rear of the wheel down) and repeat the procedure. Rock the top plate back and forth several times to spread the grease over the bearing surface.

Inspect the trailer kingpin plate and top surface of the fifth wheel to make sure each is properly greased. A liberal coating of grease should be applied to the complete surfaces of both the trailer kingpin plate and the top surface of the fifth wheel. A paddle or brush will make this job easier.

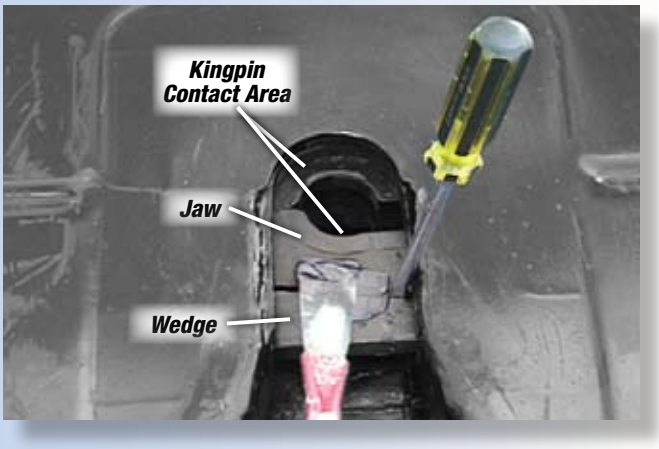
Do not use a lube plate (high-density polyethylene) on top of the fifth wheel or on the kingpin in lieu of grease without prior approval by Fontaine International. The additional thickness of this material can prevent the proper operation of the fifth wheel and can cause a dangerous condition.

Prior to greasing jaw and wedge in step 2, trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

2. Lubricate the fifth wheel prior to opening and closing. Referring to jaw and wedge photo below, grease the jaw and wedge on top and bottom. Separate the jaw and wedge with a large screwdriver and distribute the grease along the full length of the jaw and wedge mating surfaces. Open and close the fifth wheel several times to further distribute the grease.

   Fontaine suggests the use of a moly based lubricant such as Mobilgrease XHP320 or equivalent when applying lubricant to the locking jaw and wedge.

   Lightly oil other moving parts in the fifth wheel.

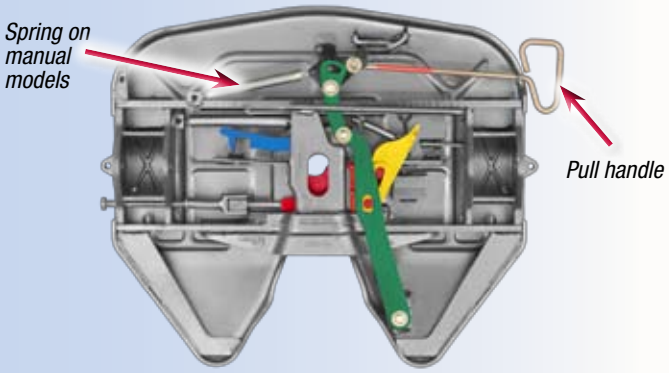


Separate the jaw and wedge with a screwdriver and press a moly based lubricant between the serrated surfaces (moly-based lubricant such as Mobilgrease XHP320 or equivalent). Also press the lubricant in the kingpin contact area on both the stationary jaw and the moveable jaw. Work the action of the pull handle back and forth to spread the lube over all the surfaces.

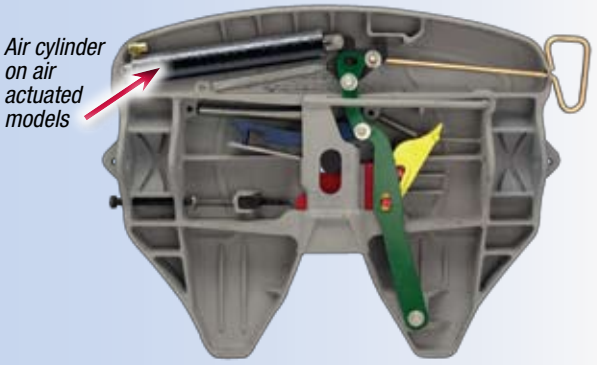
3. For sliding fifth wheels, lightly oil the locking mechanism. Operate the mechanism (air or manual) several times to ensure it is functioning properly.
4. Grease the top plate. Spread grease all over the mating surface of the top plate. Be sure the grease pockets built into the top plates are full of grease.

C. Operation

1. **Manual model:** Fontaine's No-Slack® 7000 and 6000 series fifth wheel shown in Figure 1 opens by a straight pull on the release handle which releases the secondary lock automatically as the mechanism opens.



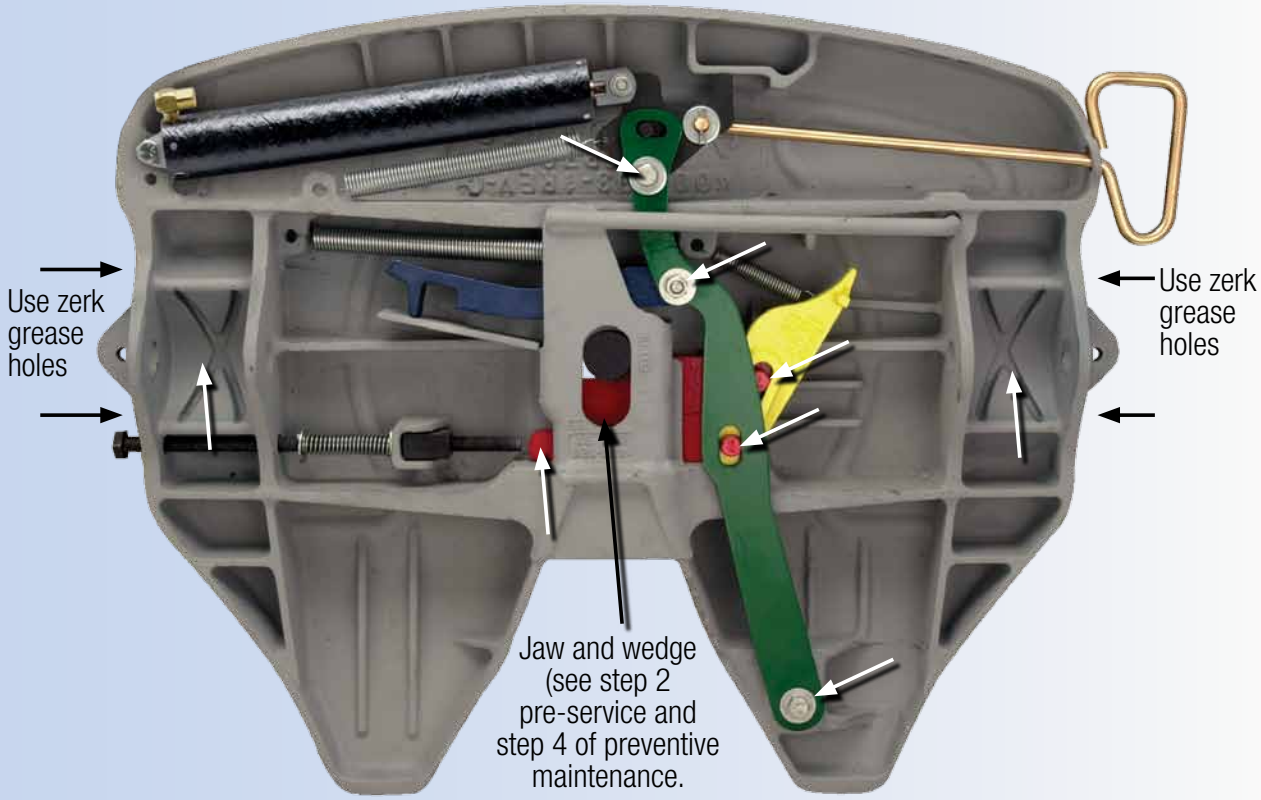
2. **Air actuated model:** Fontaine's air actuated No-Slack® air-actuated fifth wheel is shown below. They open with a release valve located on the dash or in a lock box mounted on the rear of the cab. To open, set the tractor parking brake and pull the release valve. Hold the valve open until the locking mechanism is locked in the open position. The pull valve will not activate the air cylinder unless the tractor parking brakes are set.



3. Close the locking mechanism using a test kingpin or 2" diameter pipe. Repeat several times making sure that all moving parts have adequate lubrication.
4. The pull handle should always be free of grease or any substance which could prevent a firm grip, causing the handle to slip and resulting in injury.

Lubrication points: No-Slack® (6000/7000/7000CC)

Black arrows are lube points when the fifth wheel is on a mount. However, for proper maintenance it is recommended you clean it and re-grease the pivot points ... see white arrows.



See *No-Slack® Preventive Maintenance* video at www.fifthwheel.com ... Click on Videos button

Fontaine International's preventive maintenance procedures for No-Slack fifth wheels.

This section covers the recommended steps for performing the 90 day / 30,000 mile PM and includes Visual Inspection, Function, Wedge-stop Rod Adjustment and Lubrication.

Remember to exercise extreme caution, follow all stated & customary safety procedures, and be sure to wear safety glasses.

Step 1. Visual inspection

Begin the visual inspection by cleaning the fifth wheel. To degrease properly, the lock should be in the closed position. To close the lock, push the bumper off its seat with a pry bar. This provides cleaning access to the jaw and wedge.

To close the lock push the bumper off its seat with a pry bar.

Be careful. When the mechanism closes, the handle moves in quickly.

After cleaning, check the top plate, mounting brackets, mounting angles and all moving parts for cracks, excessive wear, loose or missing bolts or any other damage. Check for securely fastened and properly working springs.

Look under the fifth wheel and make sure that nothing is hanging loose.

Check and make sure the bracket pins on both sides of the fifth wheel are in place and secured by retainer pins and cotter pins.

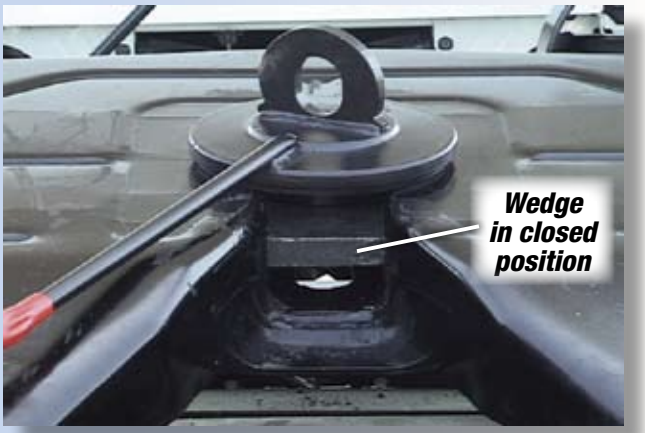
Step 2: Function inspection

Begin with the fifth wheel in the unlocked position. Pull handle to unlock fifth wheel if it is not open.

Insert a test kingpin, such as Fontaine Kingpin Tool MSC-712, to close the lock.

Only minimal force is required to couple your Fontaine fifth wheel.

Make sure the jaw and wedge are engaged behind the kingpin and the pull handle is fully retracted. In the locked position, the pull handle should be within one inch of the skirt of the wheel.



Open and close the wheel again. Look for a quick, crisp closing action.

If the action is slow or sluggish, it may be due to a build up of old grease or a bent part causing binding (see trouble shooting section)

On air slide models activate air slide cylinder from the cab and check for proper operation and leaks.

Lightly lubricate the pivot points on the mechanism with a spray lubricant.

Be sure switch is in the locked position and the locking members are fully extended (locked) into the slide rail on both sides before the truck leaves the shop!

Step 3: Adjustment

Verify that the pull handle is in fully locked position (within 1" of the fifth wheel skirt.

Adjust the wedge-stop rod

With the wheel still closed on the kingpin tool, push on the wedge-stop rod until it touches the end of the wedge and let it spring back. (the wedge-stop rod is spring-loaded and should spring back out after you push it in).

This movement or free play should be one quarter of an inch when coupled to a 2" kingpin.

To adjust, turn the wedge-stop rod counter clockwise to increase the free travel or clockwise to reduce free travel. ***Turning it in too far will result in slack and cause premature wear, but any mis-adjustment can cause the fifth wheel to bind and become hard to open.***

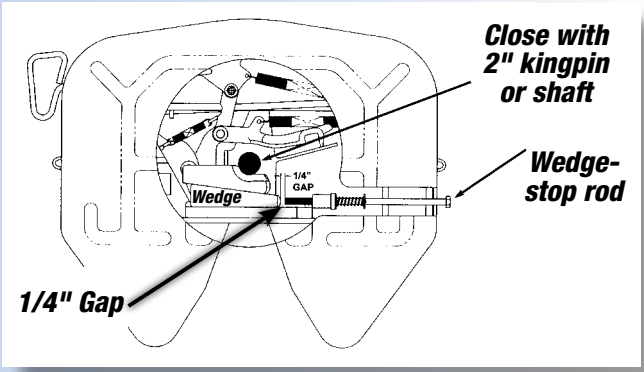


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft.

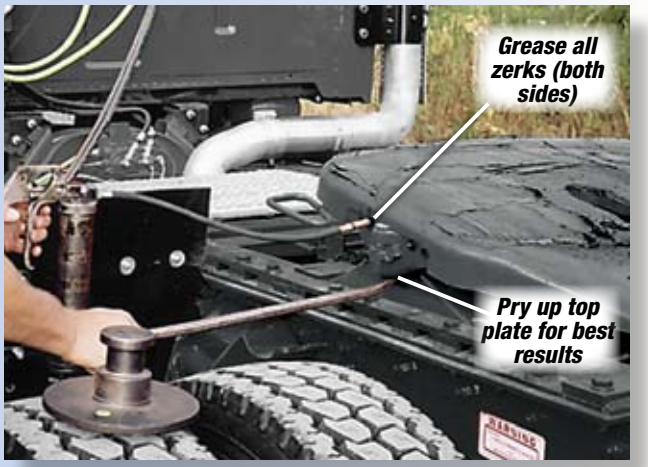
Step 4: Lubrication

On models ***WITHOUT*** bracket liners, apply grease to the two zerk fittings on each side of the top plate. These supply lubricant to the bracket bearings. Bearings should be greased with the fifth wheel in an unloaded condition.

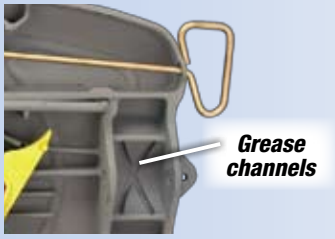
Rock the wheel back and forth while applying grease.

Some grease should flow from the bearing pockets.

If you do not see grease coming from the bearing pocket, use a crow bar to lift the top plate while applying grease.



Grease the mount brackets (4 zerks). Lift the top plate up with a pry bar to ensure grease gets to the top of the brackets.



Hint: if the zerks will not take grease, remove top plate and clear the grease channels.

On models ***WITH*** bracket liners, it is **not** necessary to lubricate the fittings on each side of the top plate, but free rocking motion is important. If the fifth wheel does NOT rock freely, remove the top plate to inspect the liners. Initial inspection of the bracket liners should be made at 200,000 miles and every 100,000 miles there after. If necessary see bracket liner inspection and installation on next page.

All models require the remaining lubrication steps. First trip the wheel closed by pushing the bumper off its seat with a pry bar. Be careful. When the mechanism closes, the handle moves in quickly.

Prior to greasing jaw and wedge trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

Next, pull back slightly on the pull handle, separate the jaw and wedge with a big screw driver, and distribute grease between the jaw and wedge pressing it between the serrated surfaces. Fontaine recommends a moly based lubricant such as Mobilegrease XHP320 or equivalent.

Also apply grease to the stationary jaw at the front of the throat.

Now, work the lock mechanism back and forth several times to further distribute the grease.

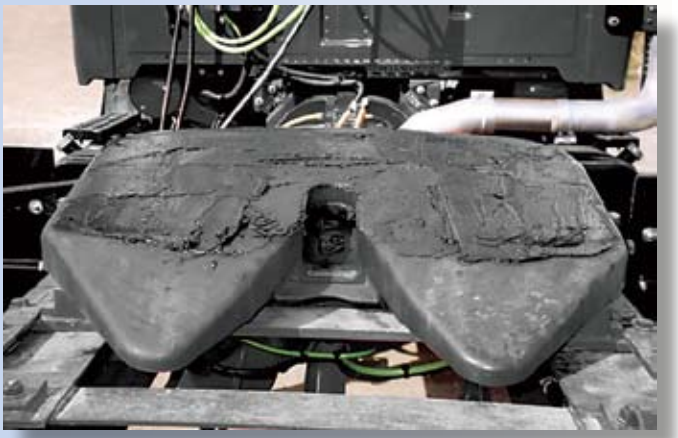
Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page A:5.

Now lubricate the top of the fifth wheel.

A liberal coating of grease should be applied to the top surface of the fifth wheel. A wide putty knife or brush will make this job easier.

Apply liberal amounts of grease to the entire surface of the fifth wheel making sure the grease grooves in the surface are full of new grease.

You have now completed Fontaine's recommended 90 day / 30,000 mile preventive maintenance and your truck is ready to be returned to service.

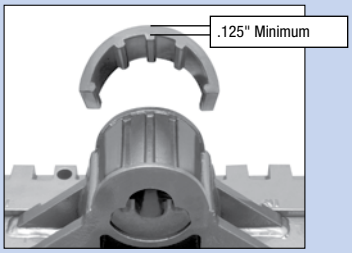


Bracket liner inspection and replacement

Inspection criteria:

1. Initial inspection of bracket liners should be made at 200,000 miles and every 100,000 miles there after.
2. Bracket liners should be replaced when liner thickness measures 0.125" or less. Measurement should be made at the thinnest point of the bracket liner. This is typically at the top portion of the liner.

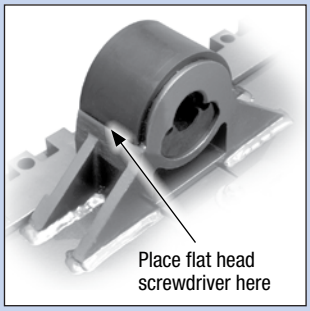
Part Number
LNR-BKT-107



Installation instructions:

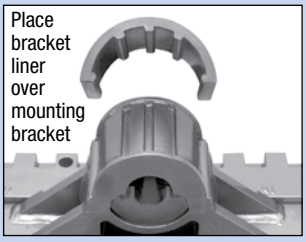
Removal of a bracket liner:

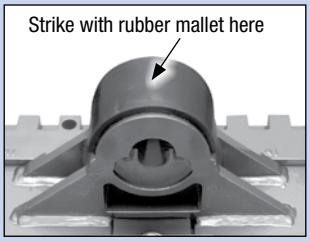
1. Remove fifth wheel from the mounting bracket. Fifth wheel removal includes:
   a. Removing cotter pins from the retainer pins
   b. Removing the retainer pins
   c. Removing the bracket pins from the fifth wheel
   d. Remove fifth wheel from mounting bracket
2. Using a flat head screwdriver, pry – with an upward force – on the end of the bracket liner. Bracket liner should release from the mounting bracket.



Installation of a new bracket liner:

1. Place the new bracket liner directly over the mounting bracket.
2. Using a rubber mallet, strike the top of the bracket liner. The new bracket liner should lock into place.
3. Once both new liners are installed, reinstall the fifth wheel onto the mounting bracket.
4. Insert the bracket pins back into the fifth wheel (Note: placing some grease on the end of each bracket pin is recommended). Reinstall the retainer pin and cotter pins.
5. Tilt the fifth wheel to the front and back of the mounting bracket to ensure that the bracket liners are properly installed.





Slack

1. Check your pull handle.

- If it is bent replace it.

2. Check your adjustment.

Verify that the pull handle is in fully locked position (within 1" of the fifth wheel skirt.

With the wheel still closed on the kingpin tool, push on the wedge-stop rod until it touches the end of the wedge and let it spring back. (the wedge-stop rod is spring-loaded and should spring back out after you push it in).

This movement or free play should be one quarter of an inch when coupled to a 2" kingpin.

To adjust, turn the wedge-stop rod counter clockwise to increase the free travel or clockwise to reduce free travel. ***Turning it in too far will result in slack and cause premature wear, but any mis-adjustment can cause the fifth wheel to bind and become very hard to open.***

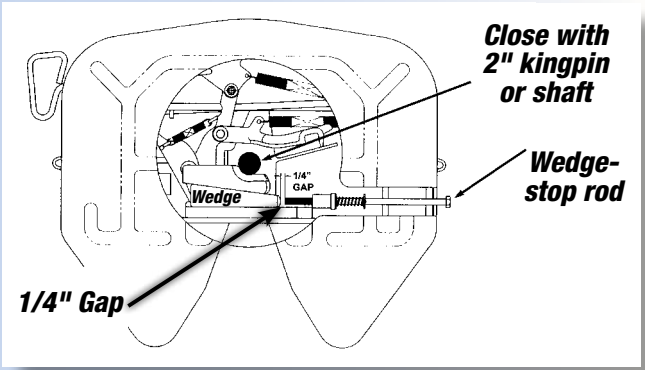
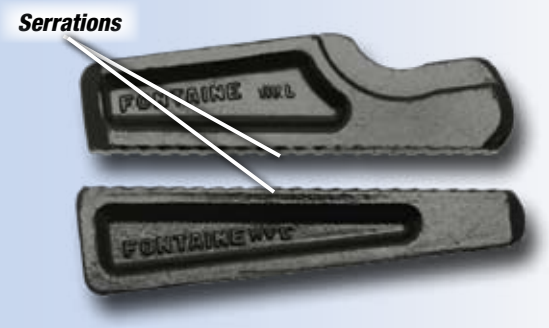


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft.

3. Check the serrations between the jaw and wedge.

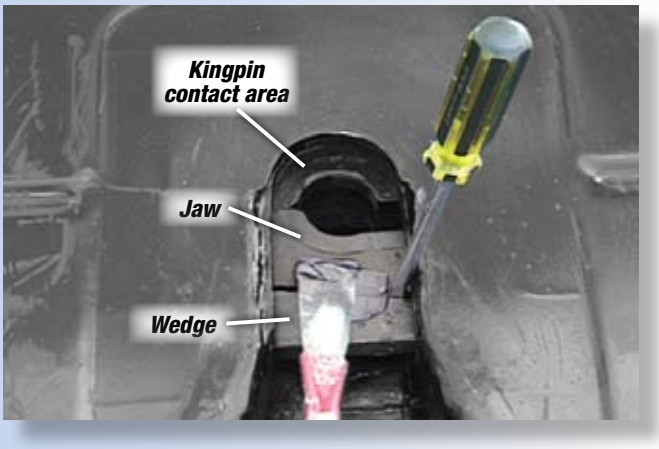
Close the wheel by using a long pry bar. Separate the jaw and wedge using a flat head screw driver. Run the screw driver between the jaw and wedge to feel serrations. If the serrations are smooth the fifth wheel needs to be rebuilt (see rebuild instructions).



If serrations are not worn grease jaw and wedge. First trip the wheel closed by pushing the bumper off its seat with a pry bar. Be careful. When the mechanism closes, the handle moves in quickly.

Prior to greasing jaw and wedge trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

Next, pull back slightly on the pull handle, separate the jaw and wedge with a big screw driver, and distribute grease between the



jaw and wedge pressing it between the serrated surfaces. Fontaine recommends a moly based lubricant such as Mobilegrease XHP320 or equivalent.

Also apply grease to the stationary jaw at the front of the throat.

Now, work the lock mechanism back and forth several times to further distribute the grease.

Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page A:5.

4. Check your trailer kingpin using
a Fontaine kingpin gauge MSC-GAUGE

- If the kingpin is worn out replace it (see SAEJ2228).

Hard to open

1. All pressure must be removed from the lock before it will open.

2. Check the pull handle.

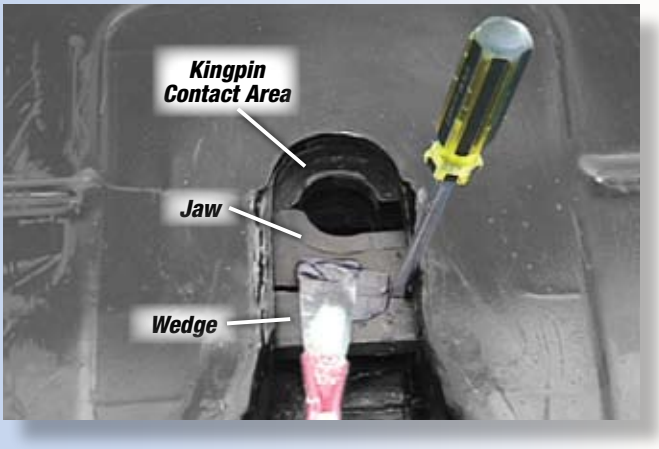
If the pull handle is bent replace it.

3. Check for proper lubrication

First trip the wheel closed by pushing the bumper off its seat with a pry bar. Be careful. When the mechanism closes, the handle moves in quickly.

Prior to greasing jaw and wedge trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

Next, pull back slightly on the pull handle, separate the jaw and wedge with a big screw driver, and distribute grease between the jaw and wedge pressing it between the serrated surfaces. Fontaine recommends a Moly based lubricant such as Mobilegrease XHP320 or equivalent.



Also apply grease to the stationary jaw at the front of the throat.

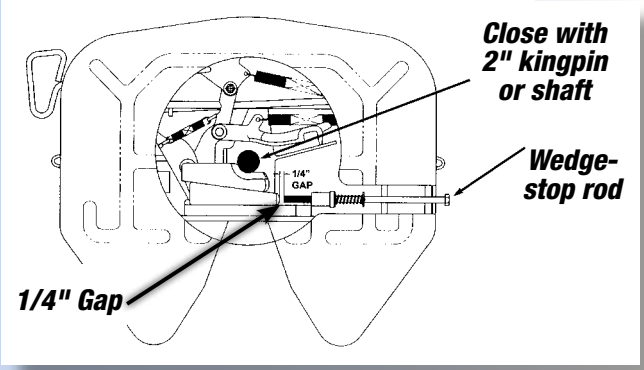
Now, work the lock mechanism back and forth several times to further distribute the grease.

Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page A:5.

4. Check adjustment on wheels with wedge-stop rod.

With the wheel still closed on the kingpin tool, push on the wedge-stop rod until it touches the end of the wedge and let it spring back. (the wedge-stop rod is spring-loaded and should spring back out after you push it in).

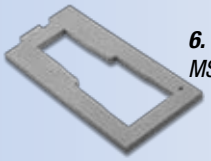
This movement or free play should be one quarter of an inch when coupled to a 2" kingpin.



To adjust, turn the wedge-stop rod counter clockwise to increase the free travel or clockwise to reduce free travel. ***Turning it in too far will result in slack and cause premature wear, but any mis-adjustment can cause the fifth wheel to bind and become hard to open.***

5. Check the trailers kingpin using Fontaine kingpin gauge MSC-GAUGE.

- If the kingpin is worn out replace it (see SAEJ2228).



6. *Kingpin gauge MSC-GAUGE*

Hard to close

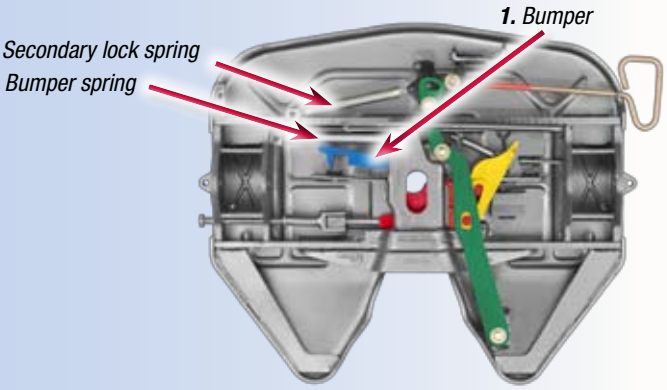
1. Check the bumper.

With the fifth wheel in the open position check the upper tip of the bumper. If the bumper is damaged replace it.

2. Check the bumper and secondary lock springs.

Replace springs if damaged.

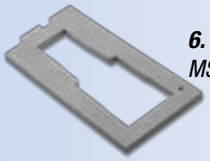
3. Close the fifth wheel using your test kingpin. If the fifth wheel closes refer the driver to the proper Cupling procedure guide (LT-071) and the Fontaine International instructions booklet (LT-001).



4. Check the bottom flange of the kingpin for damage.

You can use a Fontaine kingpin gauge MSC-GAUGE

- If the kingpin is worn out replace it (see SAEJ2228).



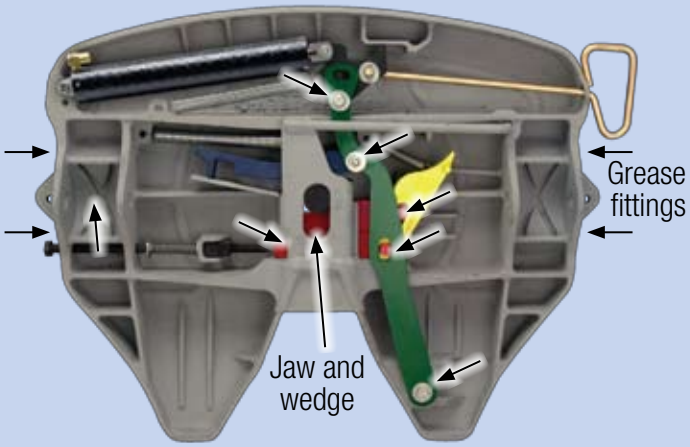
6. *Kingpin gauge MSC-GAUGE*

Cold weather hints

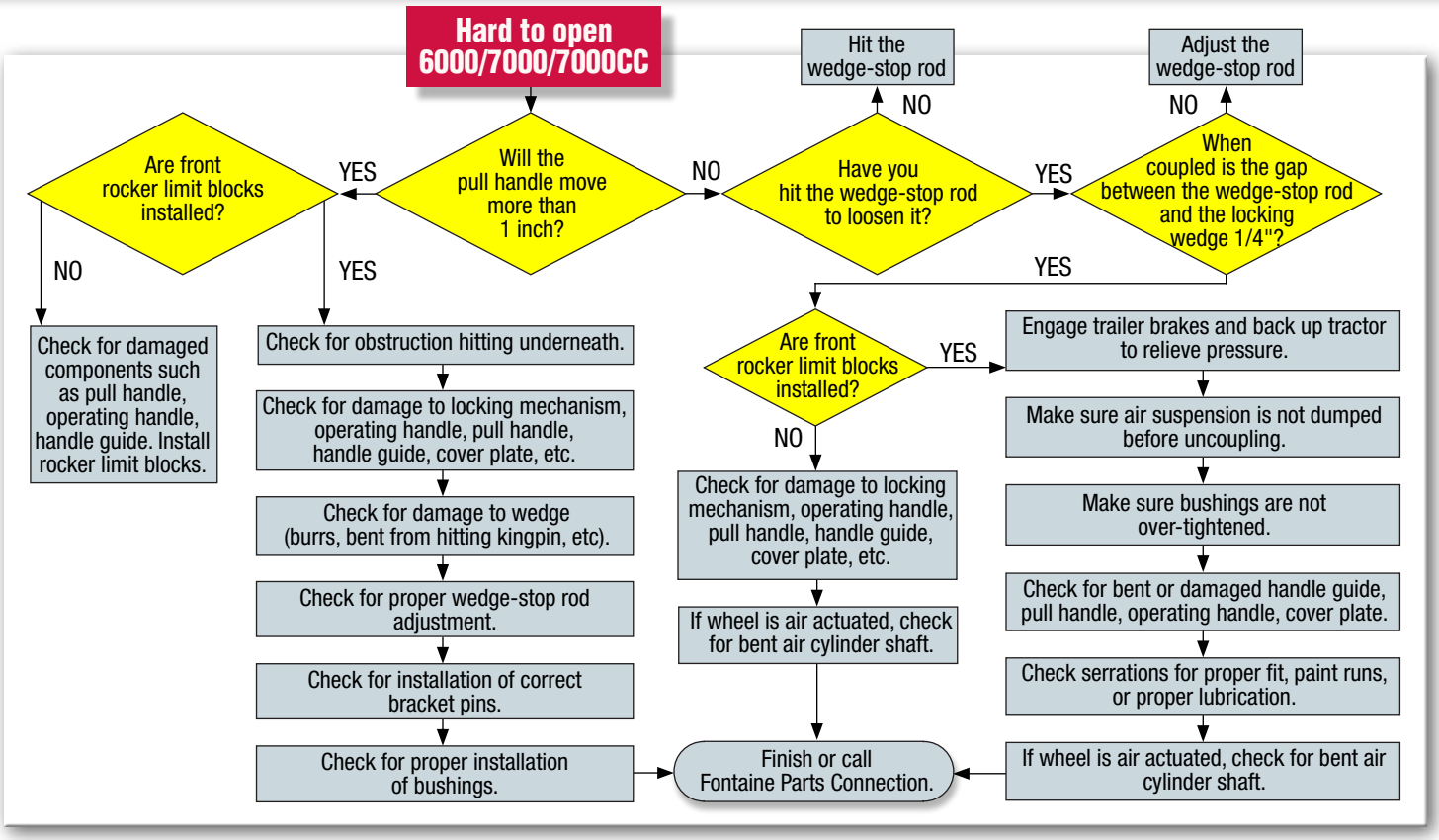
When the temperature drops below freezing, Fontaine recommends a thorough cleaning of the latching mechanism using a suitable cleaner or degreaser. Lubricate the fifth wheel prior to opening and closing. Refer to figures below. Open and close the fifth wheel several times to distribute the grease. Fontaine suggests the use of a moly-based lubricant such as Mobilgrease XHP320 or equivalent. Areas or regions that experience extreme and/or prolonged freezing temperatures should consider using a less viscous substance such as: 90-weight oil, diesel fuel, kerosene, motor oil, etc. Fontaine recommends contacting your specific lubricant manufacturer for guidelines on mixing compatibility of any lubricant.

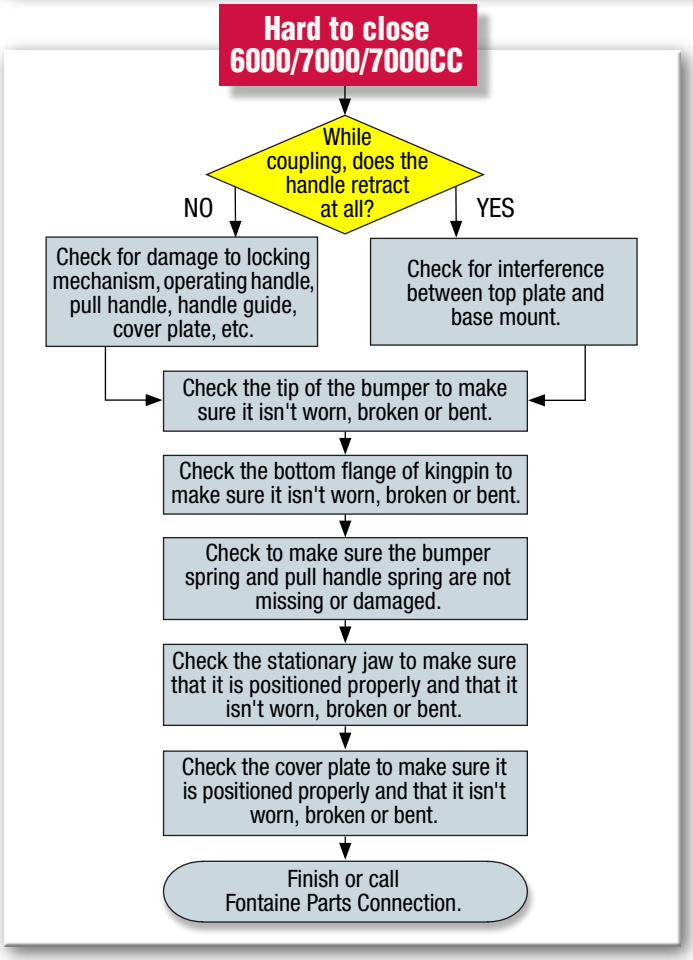
No-Slack® (6000/7000/7000CC)

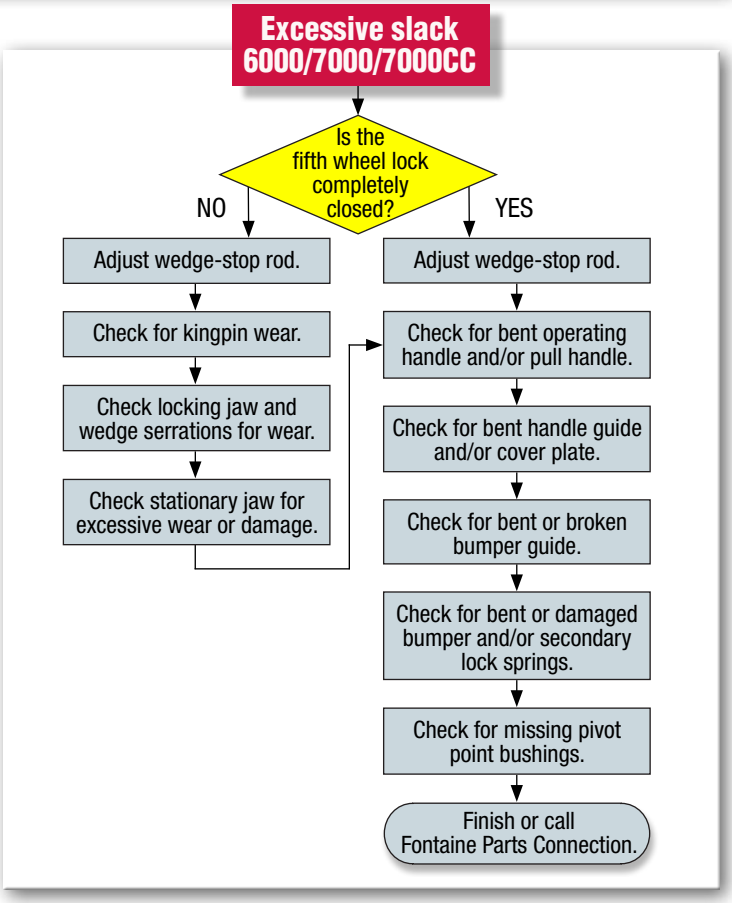
Clean, oil and grease all moving parts (see arrows).



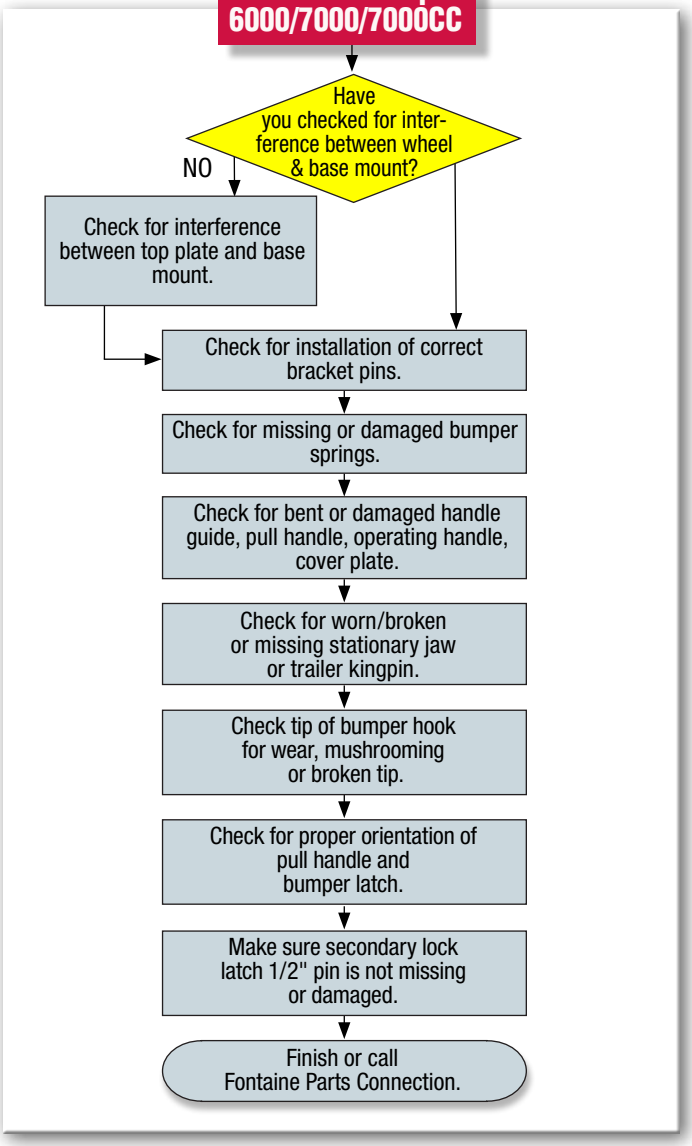
Separate jaw and wedge with screw driver and grease full length.


Hard to open 6000/7000/7000CC
Will the pull handle move more than 1 inch?
YES
NO
Are front rocker limit blocks installed?
NO
YES
Check for damaged components such as pull handle, operating handle, handle guide. Install rocker limit blocks.
Check for obstruction hitting underneath.
Check for damage to locking mechanism, operating handle, pull handle, handle guide, cover plate, etc.
Check for damage to wedge (burrs, bent from hitting kingpin, etc).
Check for proper wedge-stop rod adjustment.
Check for installation of correct bracket pins.
Check for proper installation of bushings.
Have you hit the wedge-stop rod to loosen it?
NO
YES
Hit the wedge-stop rod
When coupled is the gap between the wedge-stop rod and the locking wedge 1/4"?
NO
YES
Adjust the wedge-stop rod
Are front rocker limit blocks installed?
YES
NO
Engage trailer brakes and back up tractor to relieve pressure.
Make sure air suspension is not dumped before uncoupling.
Make sure bushings are not over-tightened.
Check for bent or damaged handle guide, pull handle, operating handle, cover plate.
Check serrations for proper fit, paint runs, or proper lubrication.
If wheel is air actuated, check for bent air cylinder shaft.
Check for damage to locking mechanism, operating handle, pull handle, handle guide, cover plate, etc.
If wheel is air actuated, check for bent air cylinder shaft.
Finish or call Fontaine Parts Connection.

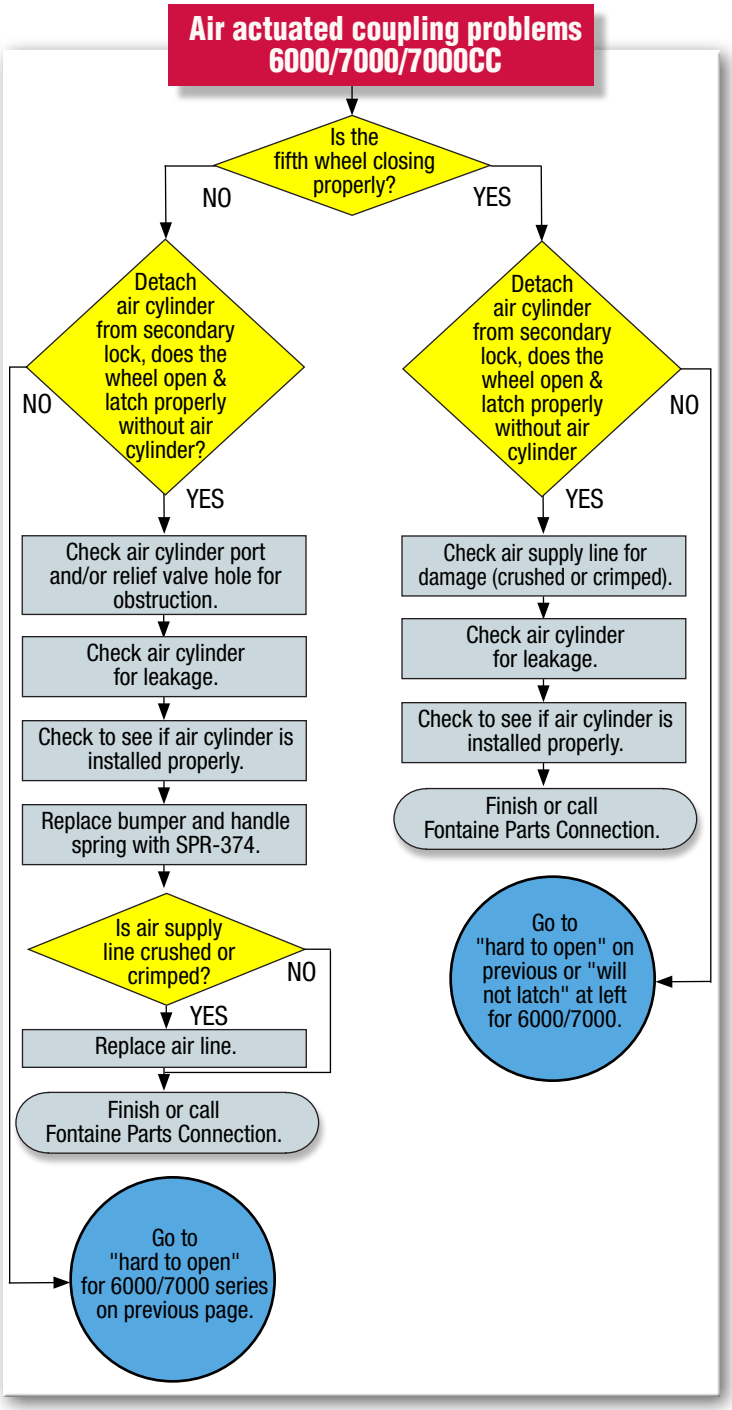

Hard to close 6000/7000/7000CC
While coupling, does the handle retract at all?
NO
YES
Check for damage to locking mechanism, operating handle, pull handle, handle guide, cover plate, etc.
Check for interference between top plate and base mount.
Check the tip of the bumper to make sure it isn't worn, broken or bent.
Check the bottom flange of kingpin to make sure it isn't worn, broken or bent.
Check to make sure the bumper spring and pull handle spring are not missing or damaged.
Check the stationary jaw to make sure that it is positioned properly and that it isn't worn, broken or bent.
Check the cover plate to make sure it is positioned properly and that it isn't worn, broken or bent.
Finish or call Fontaine Parts Connection.


Excessive slack 6000/7000/7000CC
Is the fifth wheel lock completely closed?
NO
YES
Adjust wedge-stop rod.
Check for kingpin wear.
Check locking jaw and wedge serrations for wear.
Check stationary jaw for excessive wear or damage.
Adjust wedge-stop rod.
Check for bent operating handle and/or pull handle.
Check for bent handle guide and/or cover plate.
Check for bent or broken bumper guide.
Check for bent or damaged bumper and/or secondary lock springs.
Check for missing pivot point bushings.
Finish or call Fontaine Parts Connection.

Will not latch open 6000/7000/7000CC


Have you checked for interference between wheel & base mount?
NO
Check for interference between top plate and base mount.
Check for installation of correct bracket pins.
Check for missing or damaged bumper springs.
Check for bent or damaged handle guide, pull handle, operating handle, cover plate.
Check for worn/broken or missing stationary jaw or trailer kingpin.
Check tip of bumper hook for wear, mushrooming or broken tip.
Check for proper orientation of pull handle and bumper latch.
Make sure secondary lock latch 1/2" pin is not missing or damaged.
Finish or call Fontaine Parts Connection.

Air actuated coupling problems 6000/7000/7000CC


Is the fifth wheel closing properly?
NO
YES
Detach air cylinder from secondary lock, does the wheel open & latch properly without air cylinder?
NO
YES
Check air cylinder port and/or relief valve hole for obstruction.
Check air cylinder for leakage.
Check to see if air cylinder is installed properly.
Replace bumper and handle spring with SPR-374.
Is air supply line crushed or crimped?
NO
YES
Replace air line.
Finish or call Fontaine Parts Connection.
Go to "hard to open" for 6000/7000 series on previous page.
Detach air cylinder from secondary lock, does the wheel open & latch properly without air cylinder
NO
YES
Check air supply line for damage (crushed or crimped).
Check air cylinder for leakage.
Check to see if air cylinder is installed properly.
Finish or call Fontaine Parts Connection.
Go to "hard to open" on previous or "will not latch" at left for 6000/7000.

Rebuild

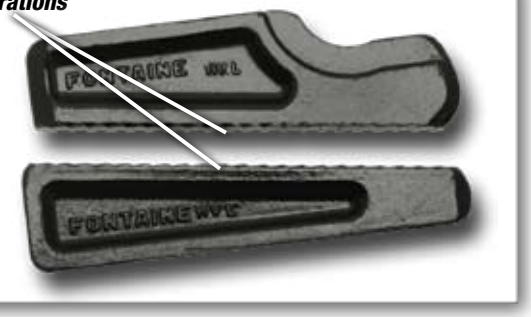
See *No-Slack® Rebuild Procedures* video at www.fifthwheel.com ... Click on Videos button

Note: rebuild only after checking the serrations for wear.

Inspect fifth wheel and cover plate and stationary jaw for damage (examples below).

Before rebuilding check to make sure that there are no cracks in the cross members or other components. Under no circumstances should a fifth wheel be repaired or used if any component (cross member, saddle bearing, etc). is cracked. Also check for excessively worn areas.

Serrations



Items needed for rebuild (follow rebuild instructions included in the KIT-RPR-6000L)

Remember to exercise extreme caution, follow all stated & customary safety procedures, and be sure to wear safety glasses.

Do not use pneumatic tools. Over-tightening may cause damage.

- ¾" wrench
- ¾" socket wrench
- 1 1/16" wrench
- Pliers
- Flat head screw driver
- Long pry bar
- Test kingpin MSC-712
- Kingpin gauge MSC-GAUGE
- Moly-based lubricant such as Mobilgrease XHP320 or equivalent

Top plate rebuild kit

No-Slack rebuild kits for 6000/7000/7000CC top plates
KIT-RPR-6000L (left release)
KIT-RPR-6000R (right release)

After inspection you may need to optionally order other kits. See schematic on page A:19.

Air actuated in-cab release

You can upgrade your Fontaine 6000 or 7000 series fifth wheel from manual to "Air Actuated" in-cab release. Simply order a **KIT-AA-6000L** (road side release) or **KIT-AA-6000R** (curb side release). You will also need **KIT-AIR-DASH** for the parts required to complete the in-dash installation.

KIT-AIR-DASH

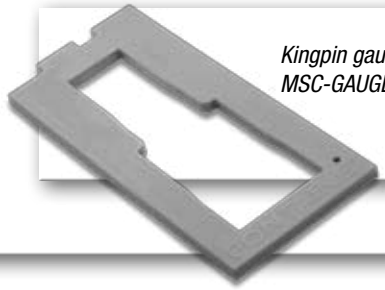
KIT-AA-6000L or R

1/2" diameter holes

Special tools

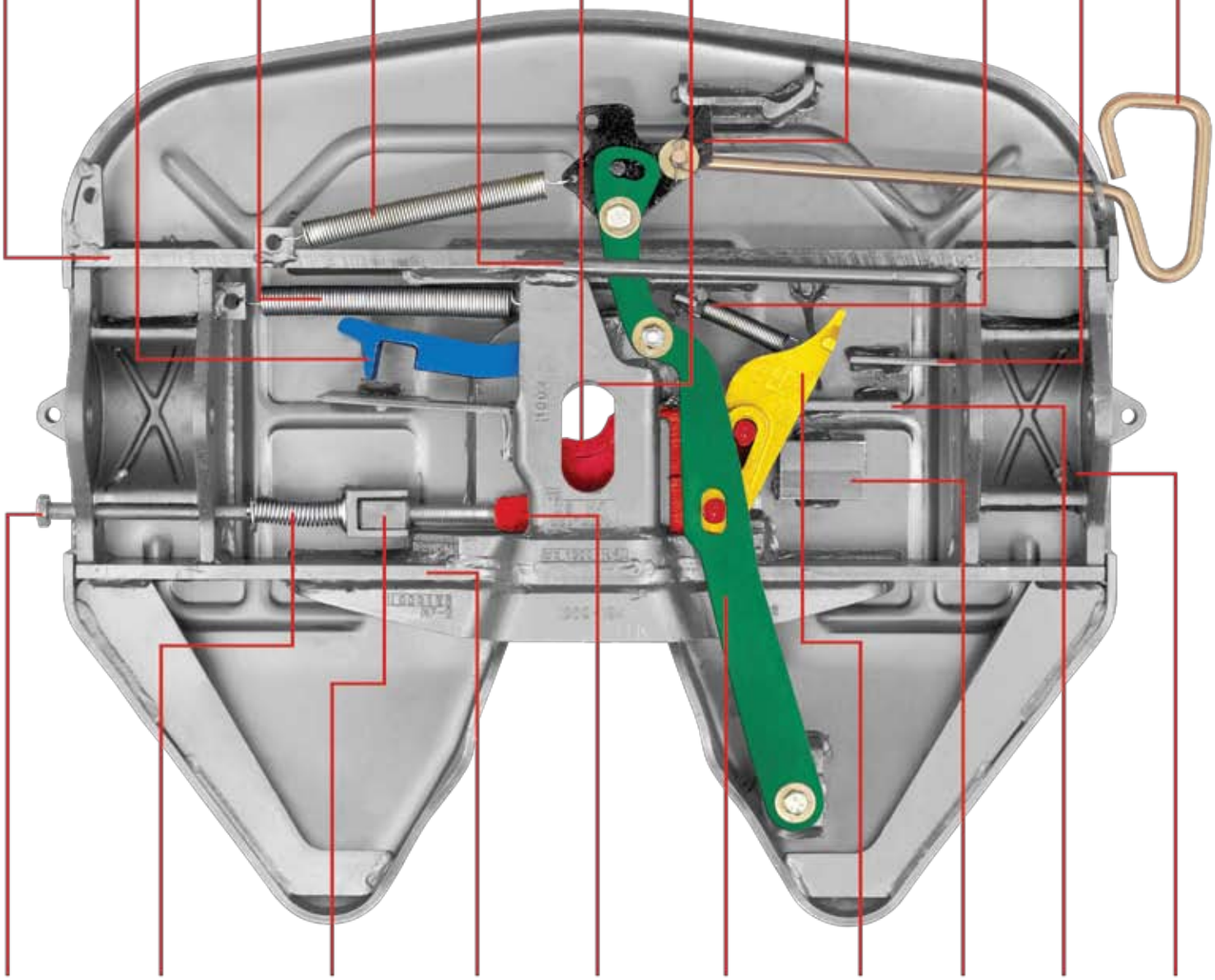
Fontaine offers special tools for your fifth wheel to help your repairs go fast and easy.

Test kingpin for all Fontaine fifth wheels MSC-712

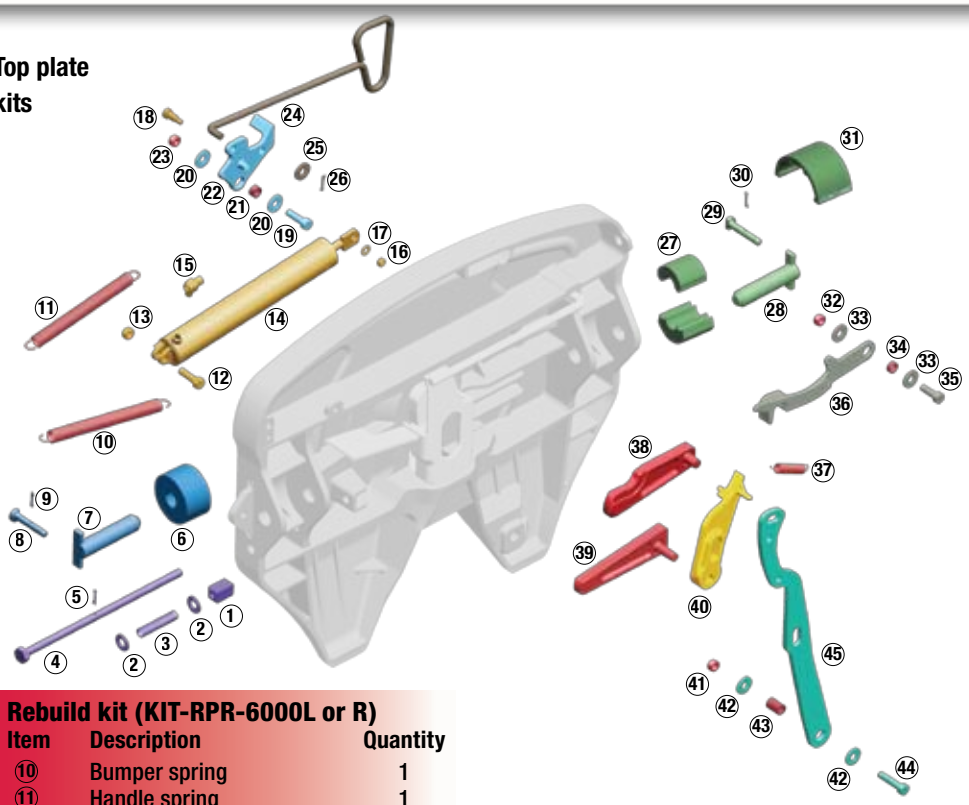


Kingpin gauge MSC-GAUGE

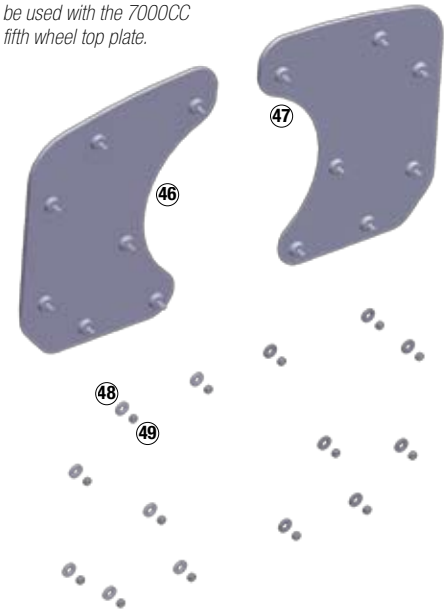
No-Slack® part identification (Note: 6000 is shown, but CC7000 and 7000 use same parts.



Top plate kits



Clean Connect plates can only be used with the 7000CC fifth wheel top plate.



Rebuild kit (KIT-RPR-6000L or R)

Item	Description	Quantity
⑩	Bumper spring	1
⑪	Handle spring	1
㊲	Timer spring	1
㊳	Step jaw	1
㊴	Wedge	1
㉑	Bushing, 7/16"	1
㉞	Bushing, 5/16"	1
㊸	Bushing, 1 1/4"	1
㉓㉜㊶	Hex lock nut, 1/2" - 13	3

Wedge-stop rod kit (KIT-ROD-1108)

①	Wedge-stop rod nut	1
②	Flat washer, 5/8" I.D.	2
③	Wedge-stop rod spring	1
④	Wedge-stop rod	1
⑤	Cotter pin, 3/16" x 1"	1

Bracket pin kit (KIT-PIN-191)

⑥	1-piece bushing	2
⑦	Bracket pin	2
⑧	Bracket retainer pin	2
⑨	Cotter pin	2

Bracket pin kit (KIT-PIN-LLB)

㉗	2-piece bushing	2 Pairs
㉘	Bracket pin	2
㉙	Bracket retainer pin	2
㉚	Cotter pin	2
㉛	Bracket liner	2

Secondary lock kit (KIT-LAT-6000L or R)

⑪	Handle spring	1
⑲	Hex head bolt, 1/2" - 13	1
⑳	Flat washer, 1/2" I.D.	2
㉑	Bushing, 7/16"	1
㉒	Secondary lock	1
㉓	Hex lock nut, 1/2" - 13	1
㉖	Cotter pin, 3/16" x 1"	1

Spring kit (KIT-SPRING)

Item	Description	Quantity
⑩	Bumper spring	1
⑪	Handle spring	1
㊲	Timer spring	1

Bumper kit (KIT-BPR-6000L or R)

㉜	Hex lock nut, 1/2" - 13	1
㉝	Flat washer, 1/2" I.D.	2
㉞	Bushing	1
㉟	Hex head bolt, 1/2" - 13	1
㊱	Bumper	1
⑩	Bumper spring	1

Timer kit (KIT-TMR-6000L or R)

㊲	Timer spring	1
㊵	Timer	1
㊶	Hex lock nut, 1/2" - 13	1
	Hair pin cotter (not pictured)	1

Operating handle kit (KIT-OPR-6000)

㉑	Bushing, 7/16"	1
㉞	Bushing, 5/16"	1
㊸	Bushing, 1 1/4"	1
㉓㉜㊶	Hex lock nut, 1/2" - 13	3
㊷	Flat washer, 1/2" I.D.	2
㊹	Hex head bolt, 1/2" - 13	1
㊺	Operating handle	1
	Hair pin cotter (not pictured)	1

Pull handle kit (KIT-PUL-6000L or R)

㉔	Pull handle	1
㉕	Flat washer, 1/2" I.D.	1
㉖	Cotter pin, 3/16" x 1"	1

Clean Connect plate kits

These kits can only be used with the 7000CC Clean Connect fifth wheel top plate.

Item	Description	Quantity
(CC-PLATES)		
㊻	Right CC plate	1
㊼	Left CC plate	1
㊽	Flat washer	14
㊾	Hex lock nut	14
(CC-PLATES-R)		
㊻	Right CC plate	1
㊽	Flat washer	7
㊾	Hex lock nut	7
(CC-PLATES-L)		
㊼	Left CC plate	1
㊽	Flat washer	7
㊾	Hex lock nut	7

Air actuated kit (KIT-AA-6000L or R)

This kit includes the parts mounted to the fifth wheel. If you are upgrading from manual to air actuated you will also need KIT-AIR-DASH which includes the parts required to complete the in-dash installation.

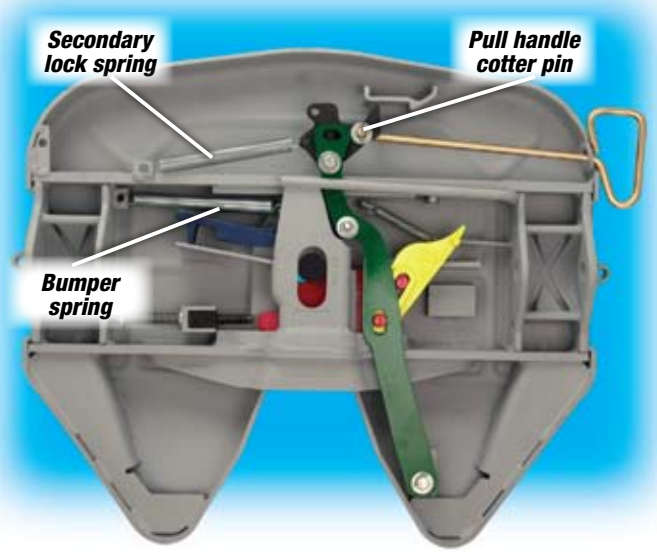
Item	Description	Quantity
⑫	Hex head bolt	1
⑬	Hex lock nut	1
⑭	Air cylinder	1
⑮	Mini-matic jumbo exhaust valve	1
⑯	Hex lock nut	1
⑰	Flat washer	1
⑱	Shoulder bolt	1

KIT-AIR-DASH

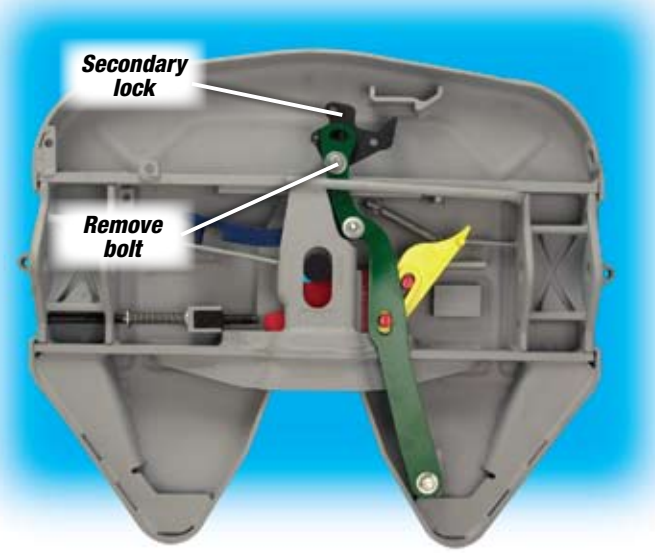
For 6000 & 7000 series fifth wheels (procedures are the same for both series).

Dissassembly

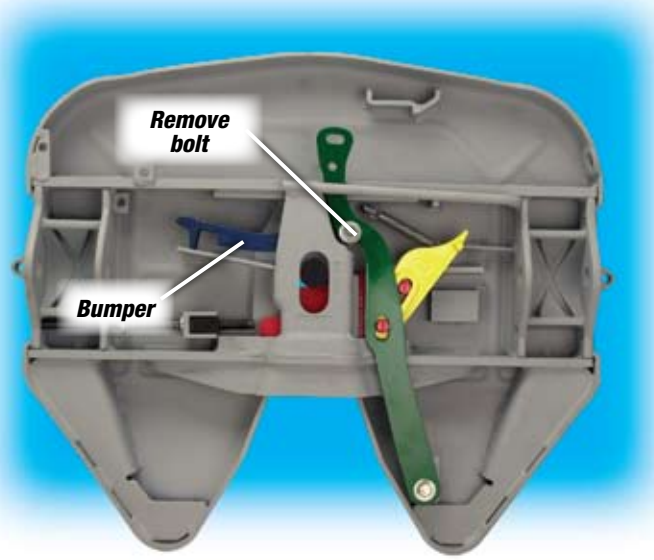
1 Remove secondary lock spring and bumper spring. Remove pull handle cotter pin and washer then slide out pull handle.



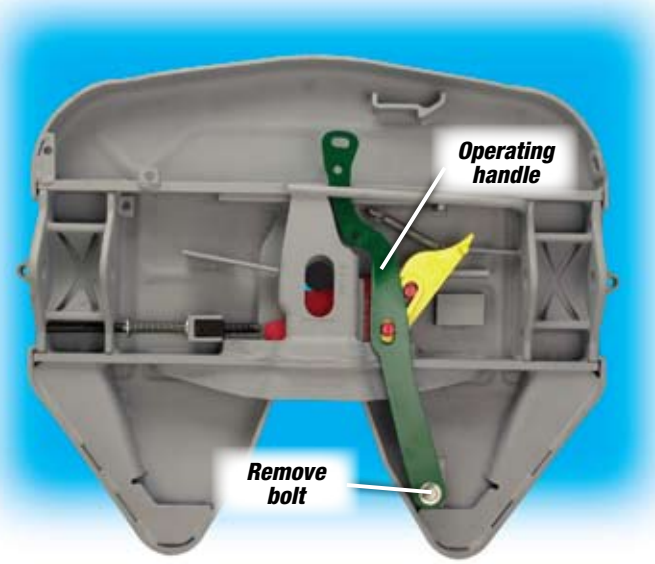
2 Unbolt and remove secondary lock from operating handle. Discard lock nut and bushing.



3 Unbolt and remove bumper from operating handle. Discard lock nut and bushing.



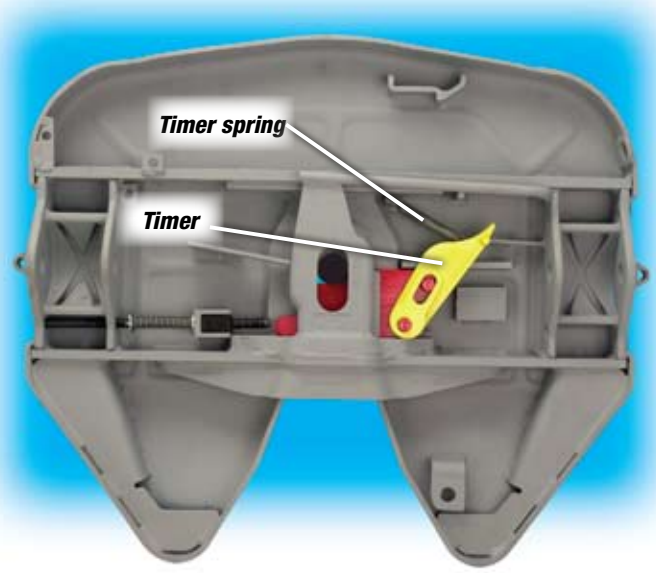
4 Unbolt operating handle from pivot mount and remove. Discard lock nut.



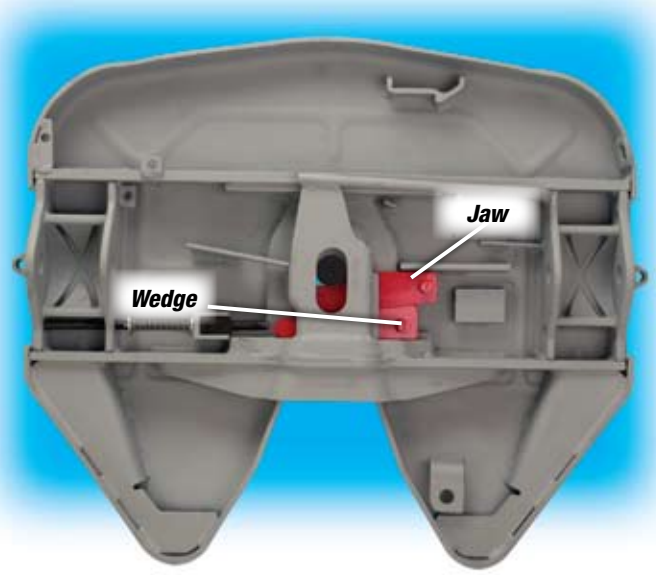
Caution: always wear safety glasses and do not stand directly over parts while disassembling or assembling wheel.

Dissassembly

5 Remove timer spring and timer.



6 Remove jaw and wedge.



Fontaine No-Slack® non-genuine parts advisory

The purpose of this notice is to alert Fontaine customers of the potential hazards from using non-genuine components, specifically the movable locking jaw and wedge. Recent reports have revealed the sale, use and failure of these components. Failures are occurring as a result of the locking wedge stud falling out (see photo in red) at an early cycle time which affects the proper opening and closing of the mechanism, and could create a dangerous condition. The non-genuine components are easy to identify by the physical characteristics listed below. The use of any non-genuine components not only creates a potential dangerous condition, it also voids the manufacturer's warranty. **The seller and end user assume any/all responsibility for warranty, property and bodily damage as a result of using non-genuine parts.**

Non-genuine parts

- The non-genuine parts come in a white box.
- The non-genuine parts have jaw and wedge studs that are pressed/glued into the forging. A picture of the failed part is shown above.

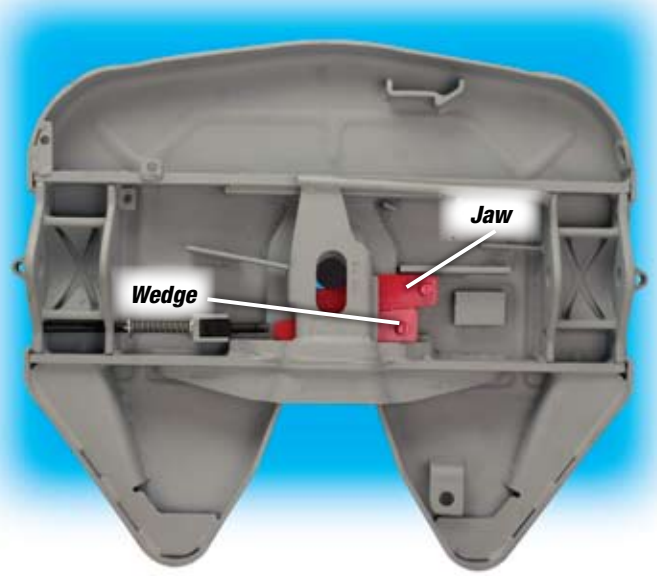
Genuine Fontaine No-Slack® parts

- Genuine Fontaine parts come in a small brown box with Fontaine part number KIT-RPR-6000L clearly printed on a white label (photo of box above).
- Genuine Fontaine parts have the model number forged into the jaw and wedge forging.
- Only Genuine Fontaine parts have "Genuine Fontaine Parts" printed on the box.

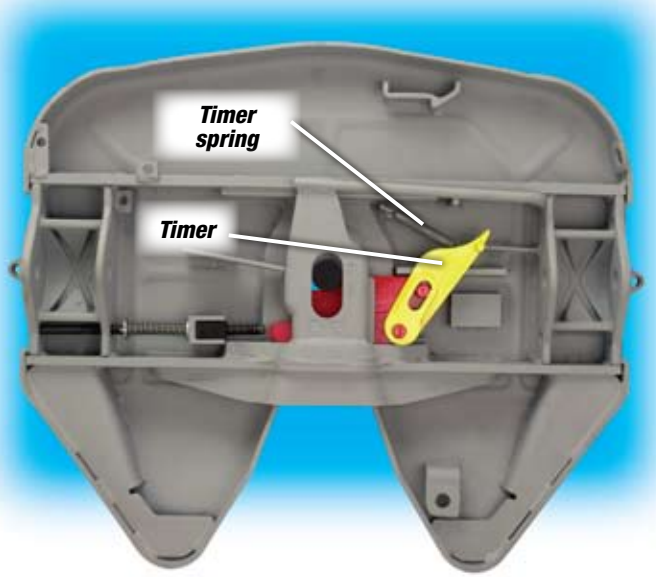
Assembly

Before rebuilding the assembly, check to make sure that there are no cracks in the cross members or other components. Also check bracket pin holes to ensure they are not worn oversize (pins should fit snugly). Under no circumstances should a fifth wheel be repaired or used if any component (cross member, saddle bearing, etc). is cracked.

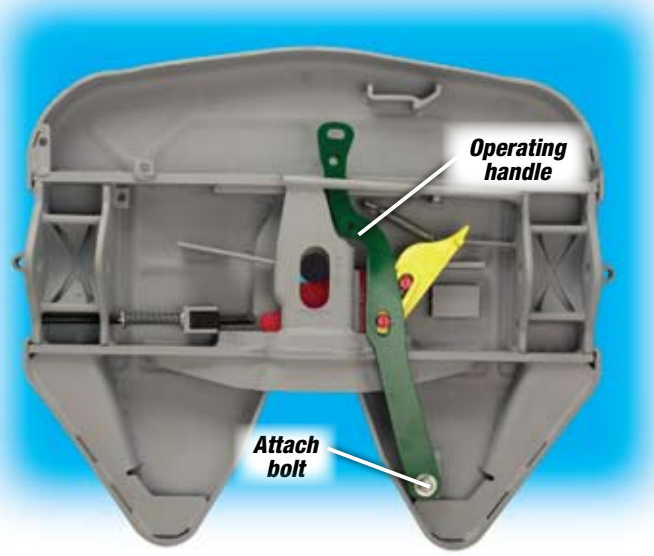
1 Always assemble parts around a 2" kingpin or a 2" diameter shaft. Insert jaw first and then the wedge below it. Grease the jaw and wedge on top and bottom. See note below for more information.



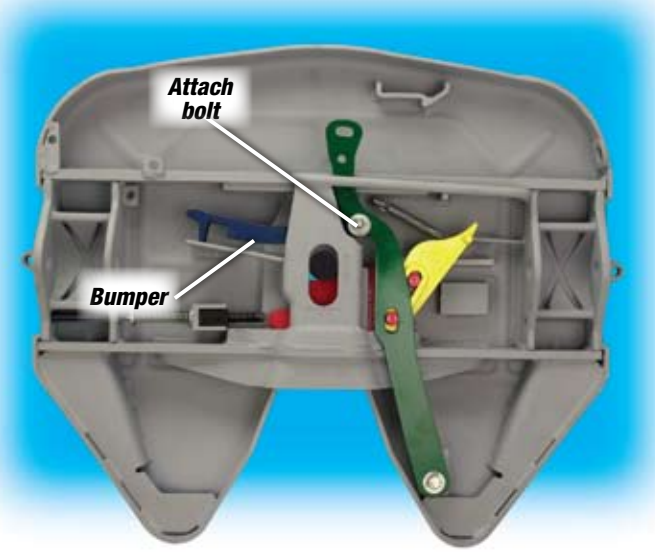
2 Insert timer and timer spring.



3 Insert operating handle and bolt to pivot mount. Use existing bolt, washer, hairpin cotter (inspect for wear before using and replace if necessary). Use the new lock nut and bushing that is supplied in the repair kit.



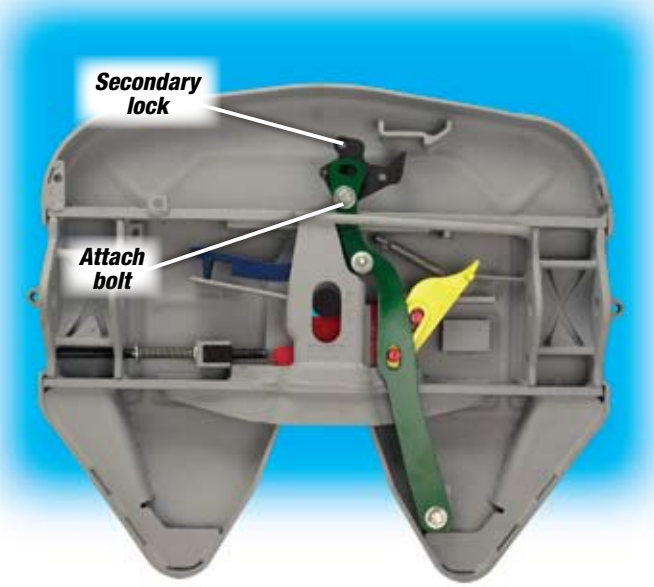
4 Install bumper and bolt to operating handle. Use existing bolt and washers (inspect for wear before using and replace if necessary). Use new lock nut and bushing that is supplied in the repair kit. Note orientation of bolt. After installing the bumper check to make sure that it can pivot freely.

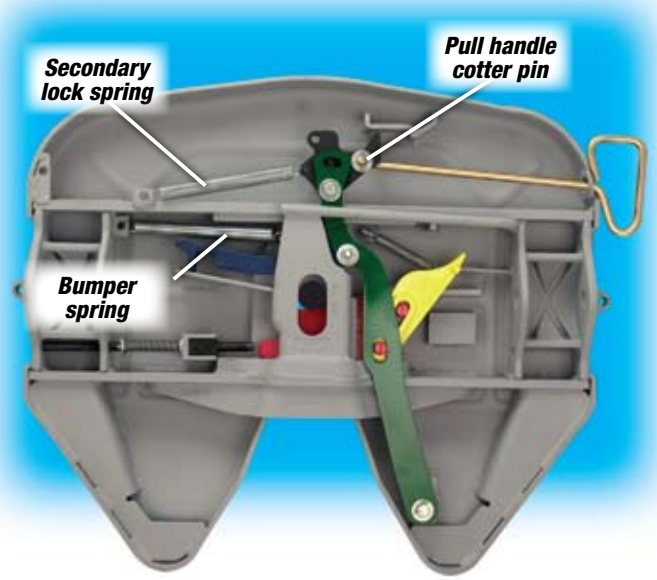


Assembly

5 Insert secondary lock and bolt to operating handle. Use existing bolt and washers (inspect for wear before using and replace if necessary). Use new lock nut and bushing that is supplied in the repair kit. Note orientation of bolt.

6 Install pull handle. Use existing washer and cotter pin (inspect for wear before using and replace if necessary). Attach new secondary lock and bumper spring that is supplied in the repair kit. Now open and close the wheel to ensure that it works properly. Fifth wheel must be properly lubricated before opening and closing the wheel.





Conversion of manual to air actuated release

Your 6000 or 7000 Series fifth wheel can easily be converted to an air actuated release model. Order Part No. “KIT-AA-6000*” and install per Technical Bulletin TB-004 included.

*Specify left side (driver’s side) or right side (curb side) release by adding an “L” or “R” after Part #.

Wedge-stop rod adjustment

Close the fifth wheel several times with a standard 2" kingpin tool. With the lock closed, adjust the wedge-stop rod so that the end is 1/4" from the wedge.

H5092/X5092
Top Plates

Contents

Identify your fifth wheel .....Sec B: 1-2
Pre-service procedures.....Sec B: 3-5
Preventive maintenance.....Sec B: 6-9
Troubleshooting .....Sec B: 10-15
Rebuild .....Sec A: 16-25

Identify Top Plate

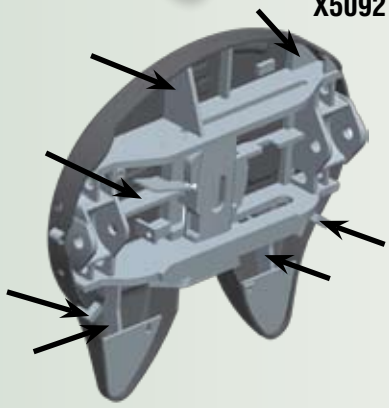
H5092 Series
Stamped Steel
No-Slack®

X5092 Series
Stamped Steel
No-Slack®

Note: from the top view the H5092 and X5092 look the same, however underneath fifth wheel there are more braces on the X5092 ... see below.

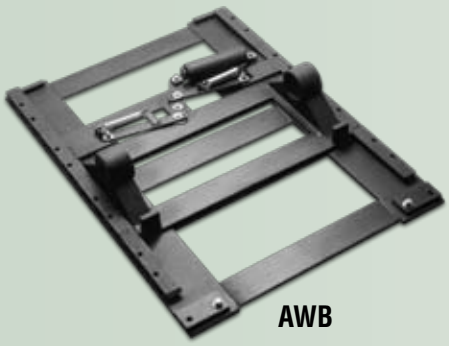
H5092 bottom

X5092 bottom

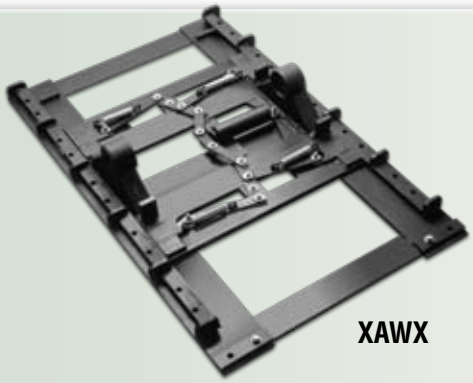


Note: extra bracing on X5092 compared to H5092 at left.

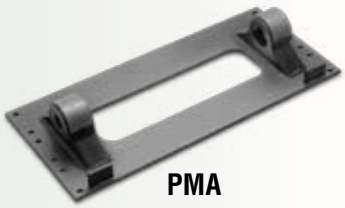
Identify slides and brackets (Note: see Slides and Bracket section for more information)



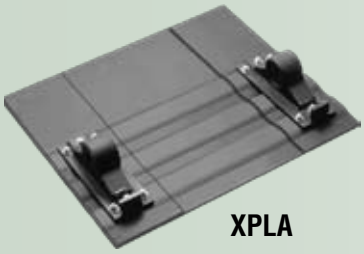
AWB



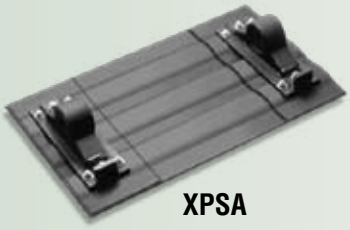
XAWX



PMA



XPLA



XPSA

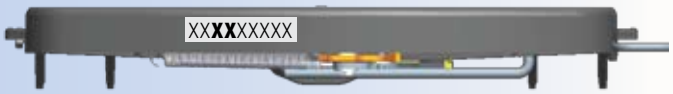
FMA

H5092/X5092 top plates

Identify your fifth wheel

Serial number locations

Old style serial number (before 11/27/00). Serial number located on small rectangular tag on front of top plate. Note: position 3 and 4 of the serial number indicates the year built.



No-Slack® front view

New style serial number (after 11/27/00). Serial number engraved directly into the right side of fifth wheel skirt. Note: position 5 and 6 of the serial number indicates the year built.

No-Slack® right side view

Part number nomenclature

Fontaine International complete assembly part numbers. Example: **SLHATB675012**

1. Top plate

SL Release
SL = Side left
SR = Side right
AA = Air actuated
BL = Blocked left

H Top plate model
H = 5092 No-Slack®
X = X5092 No-Slack®

2. Mounting bracket

AWB Mounting bracket model
AWB = Air slide bracket
PSA = Short plate mount
PLA = Long plate mount
FMA = Frame mount
AWX = Xtra® heavy duty air wedge slide

6750 Mounting height
Actual height from truck frame to top of fifth wheel.
Examples: 7125 = 7-1/8"
7250 = 7-1/4"
8375 = 8-3/8"
9750 = 9-3/4"

3. Slide rail

12 Slide travel
For sliding fifth wheels only.
Example: 12 = 12" slide
24 = 24" slide
36 = 36" slide
48 = 48" slide

Duty class restrictions

Standard duty

weight:	Less than 95,000 lbs (43,000 kg) gross combination weight (GCW)
Road type:	100% on-highway application on maintained concrete or asphalt roads
Travel type:	More than 30 miles between each stop
Axle limitation:	Maximum number of towed axles equals 2
Top plates:	3000 (van trailers flatbeds, stretch and skate trailers only), 6000, 7000, 7000CC

Moderate duty (on-highway)

Weight:	Less than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	100% on-highway application on maintained concrete or asphalt roads
Travel type:	No minimum mileage between stops.
Axle limitation:	Maximum number of towed axles equals 4
Top plates:	6000, 7000, 7000CC, H5092

Moderate duty (off-highway)

Weight:	Less than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	Less than 10% off-highway application on maintained concrete, asphalt, gravel or crushed rock roads
Travel type:	No minimum mileage between stops
Axle limitation:	Maximum number of towed axles equals 4
Top plates:	6000 (van trailers only), 7000, 7000CC, H5092

Severe Duty (on-highway)

Weight:	More than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	Less than 10% off-highway application on maintained concrete, asphalt, gravel or crushed rock roads
Travel type:	No minimum mileage between stops
Axle limitation:	No axle limitations
Top plates:	7000 (van trailers only), 7000CC, H5092

Severe duty (off-highway)

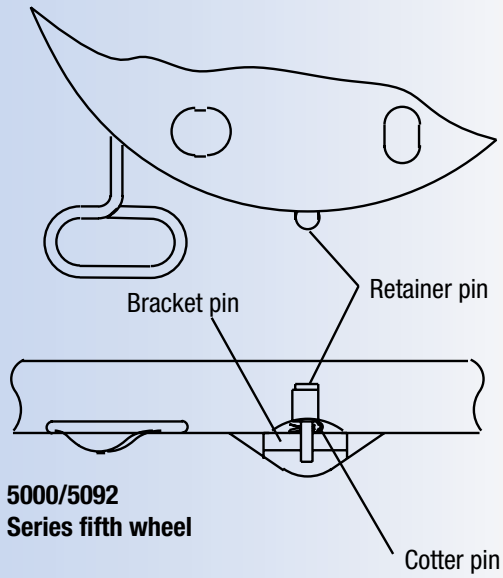
Weight:	More than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	Any off-highway application on all road types including non-maintained roads
Travel type:	No minimum mileage between stops
Axle limitation:	No axle limitation
Special applications:	All logging, mining and oil field applications fall into this category regardless of anticipated weight, road type or number of axles
Top plates:	H5092, X5092

See *No-Slack® 5092 fifth wheels* video at www.fifthwheel.com ... click on Videos button

A. Check fasteners

Make sure all nuts and bolts are in place and properly tightened.

Check to see if both bracket pins are in place and secured by retainer pins and cotter pins.



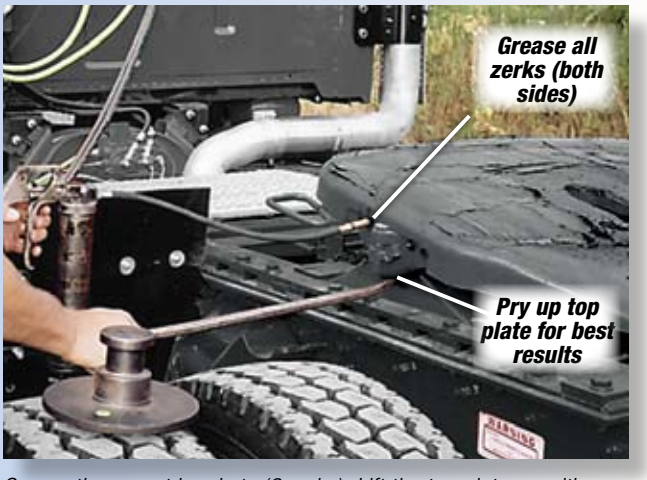
5000/5092 Series fifth wheel

B. Lubricate fifth wheel.

Lubricate the fifth wheel prior to opening and closing.

Pre-service lubrication

1. On models ***WITHOUT*** bracket liners lift the top plate forward (front of the fifth wheel down) and apply grease to each bearing area through the zerk fitting (No-Slack® has two fittings each side) located on each side of the top plate just to the front of the bracket pins. Continue to apply grease until it is coming out of the back of the bearing. It may be necessary to raise the rear of the fifth wheel with a pry bar to open up the pocket slightly and allow the grease to flow through.



Grease the mount brackets (2 zerks). Lift the top plate up with a pry bar to ensure grease gets to the top of the brackets. If your model features bracket liners skip this step, but check for free rocking motion (note 6000 top plate shown).

A substantial amount of grease may be required initially to fill the reservoir. Tilt the wheel to the rear (rear of the wheel down) and repeat the procedure. Rock the top plate back and forth several times to spread the grease over the bearing surface.

Inspect the trailer kingpin plate and top surface of the fifth wheel to make sure each is properly greased. A liberal coating of grease should be applied to the complete surfaces of both the trailer kingpin plate and the top surface of the fifth wheel. A paddle or brush will make this job easier.

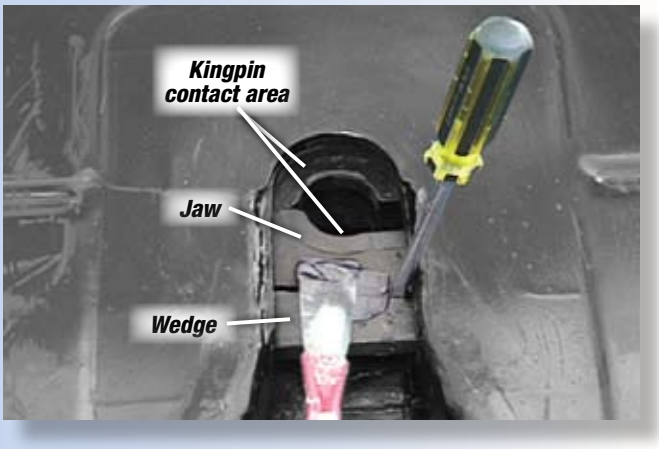
Do not use a lube plate (high-density polyethylene) on top of the fifth wheel or on the kingpin in lieu of grease without prior approval by Fontaine International. The additional thickness of this material can prevent the proper operation of the fifth wheel and can cause a dangerous condition.

Prior to greasing jaw and wedge in step 2, trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

2. Lubricate the fifth wheel prior to opening and closing. Referring to jaw and wedge photo below, grease the jaw and wedge on top and bottom. Separate the jaw and wedge with a large screwdriver and distribute the grease along the full length of the jaw and wedge mating surfaces. Open and close the fifth wheel several times to further distribute the grease.

   Fontaine suggests the use of a moly-based lubricant such as Mobilgrease XHP320 or equivalent when applying lubricant to the locking jaw and wedge.

   Lightly oil other moving parts in the fifth wheel.

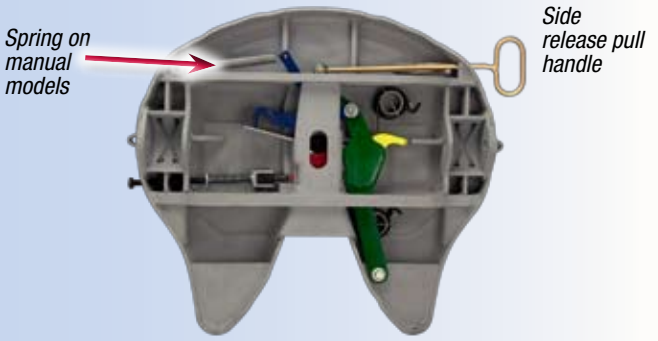


Separate the jaw and wedge with a screwdriver and press a moly based lubricant between the serrated surfaces (moly-based lubricant such as Mobilgrease XHP320 or equivalent). Also press the lubricant in the kingpin contact area on both the stationary jaw and the moveable jaw. Work the action of the pull handle back and forth to spread the lube over all the surfaces.

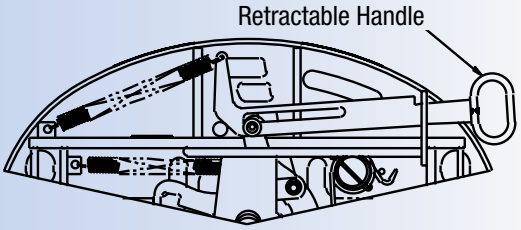
3. For sliding fifth wheels, lightly oil the locking mechanism. Operate the mechanism (air or manual) several times to ensure it is functioning properly.
4. Grease the top plate. Spread grease all over the mating surface of the top plate. Be sure the grease pockets built into the top plates are full of grease.

C. Operation

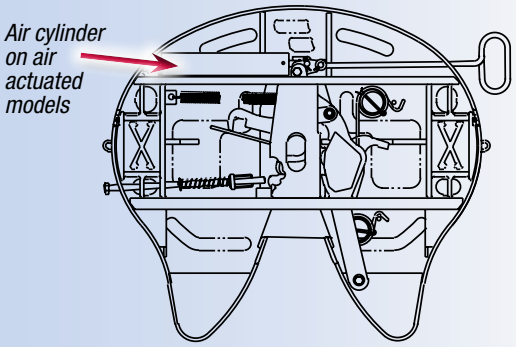
1. **Manual model:** Fontaine 5092 series offers several types of pull handles. The side release pull handle is shown below. To open, lift the pull handle and pull (a slight jerk on the handle makes the opening easier).



Below is a diagram of a retractable handle. To open, move the handle to the rear and pull.



2. **Air actuated model:** A diagram of the air actuated fifth wheel is shown below. They open with a release valve located on the dash or in a lock box mounted on the rear of the cab. To open, set the tractor parking brake and pull the release valve. Hold the valve open until the locking mechanism is locked in the open position. The pull valve will not activate the air cylinder unless the tractor parking brakes are set.



3. Close the locking mechanism using a test kingpin or 2" diameter pipe. Repeat several times making sure that all moving parts have adequate lubrication.
4. The pull handle should always be free of grease or any substance which could prevent a firm grip, causing the handle to slip and resulting in injury.

D. Wedge-stop Rod Setting

Close the fifth wheel on a standard 2" kingpin or a 2" diameter shaft inserted vertically. Push on the wedge-stop rod (extends from the side of the top plate and looks like the head of a bolt). It should move in 1/4" with hand pressure, then spring back. To obtain a proper setting, turn the wedge-stop rod clockwise to reduce the dimension and counter-clockwise to increase it. Adjust until the free travel is 1/4" (see right). This will allow the automatic slack adjustment feature of the Fontaine fifth wheel to function properly.

This wedge-stop Rod can also be used to release a tight wedge (hard to pull handle) by tapping the rod with a hammer to release the wedge.

Wedge-stop rod setting

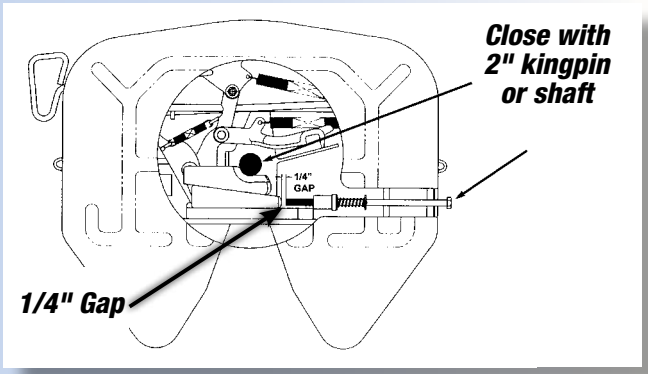
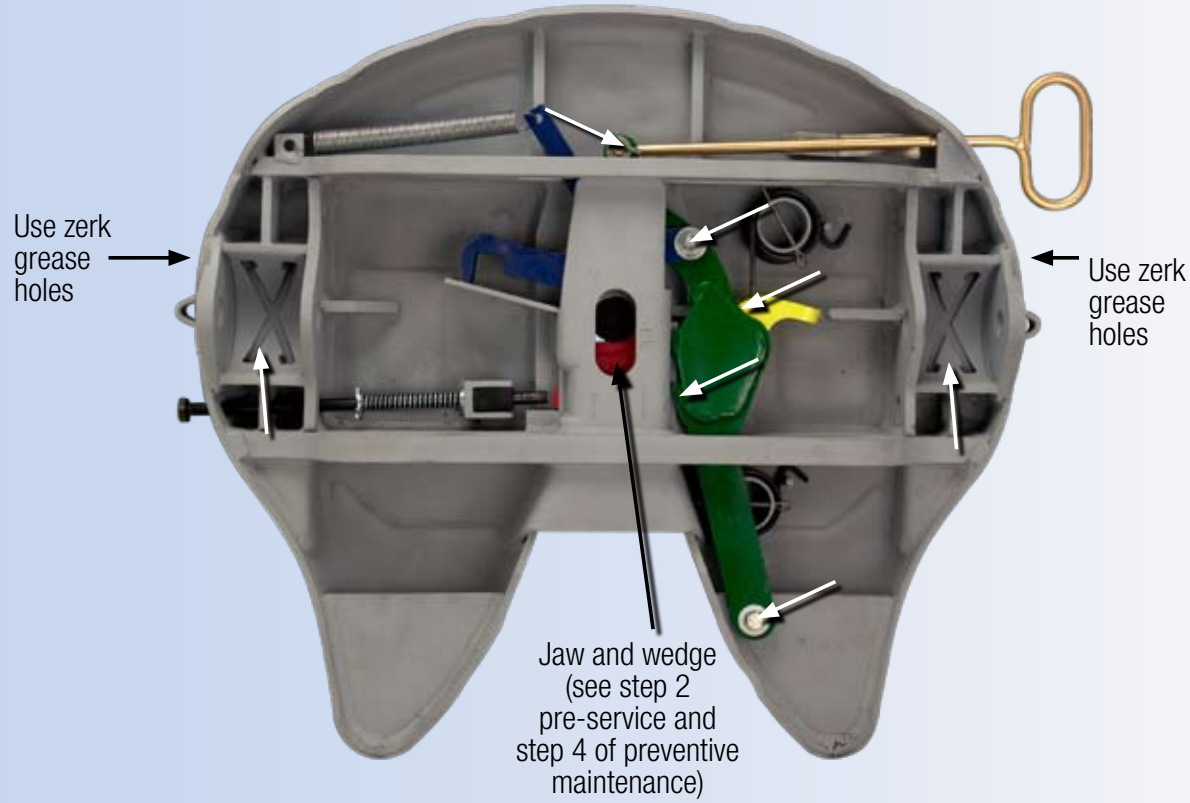


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft. 6000 plate shown but principle is same on 5092 models.

Lubrication points: No-Slack® (H5092/X5092)

Black arrows are lube points when the fifth wheel is on a mount. However, for proper maintenance it is recommended you clean it and re-grease the pivot points ... see white arrows.



See *No-Slack® 5092 fifth wheels* video at www.fifthwheel.com ... click on Videos button

Fontaine International's preventive maintenance procedures for No-Slack fifth wheels

This section covers the recommended steps for performing the 90 day / 30,000 mile PM and includes Visual Inspection, Function, Wedge-stop Rod Adjustment and Lubrication.

Remember to exercise extreme caution, follow all stated & customary safety procedures, and be sure to wear safety glasses.

Step 1. Visual inspection

Begin the visual inspection by cleaning the fifth wheel. To degrease properly, the lock should be in the closed position. To close the lock, push the bumper off its seat with a pry bar. This provides cleaning access to the jaw and wedge.

To close the lock push the bumper off its seat with a pry bar.

Be careful. When the mechanism closes, the handle moves in quickly.

After cleaning, check the top plate, mounting brackets, mounting angles and all moving parts for cracks, excessive wear, loose or missing bolts or any other damage. Check for securely fastened and properly working springs.

Look under the fifth wheel and make sure that nothing is hanging loose.

Check and make sure the bracket pins on both sides of the fifth wheel are in place and secured by retainer pins and cotter pins.

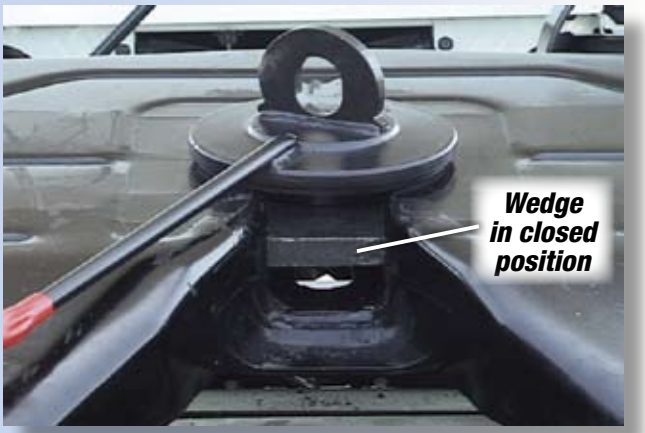
Step 2: Function Inspection

Begin with the fifth wheel in the unlocked position. Pull handle to unlock fifth wheel if it is not open.

Insert a test kingpin, such as Fontaine Kingpin Tool MSC-712, to close the lock.

Only minimal force is required to couple your Fontaine fifth wheel.

Make sure the jaw and wedge are engaged behind the kingpin and the pull handle is fully retracted. Verify that the pull handle is in fully locked position (see step 3).



Open and close the wheel again. Look for a quick, crisp closing action.

If the action is slow or sluggish, it may be due to a build up of old grease or a bent part causing binding (see trouble shooting section).

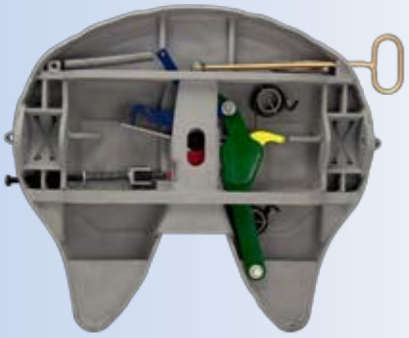
On air actuated models activate air slide cylinder from the cab and check for proper operation and leaks.

Lightly lubricate the pivot points on the mechanism with a spray lubricant.

Be sure switch is in the locked position and the locking members are fully extended (locked) into the slider rail on both sides before the truck leaves the shop!

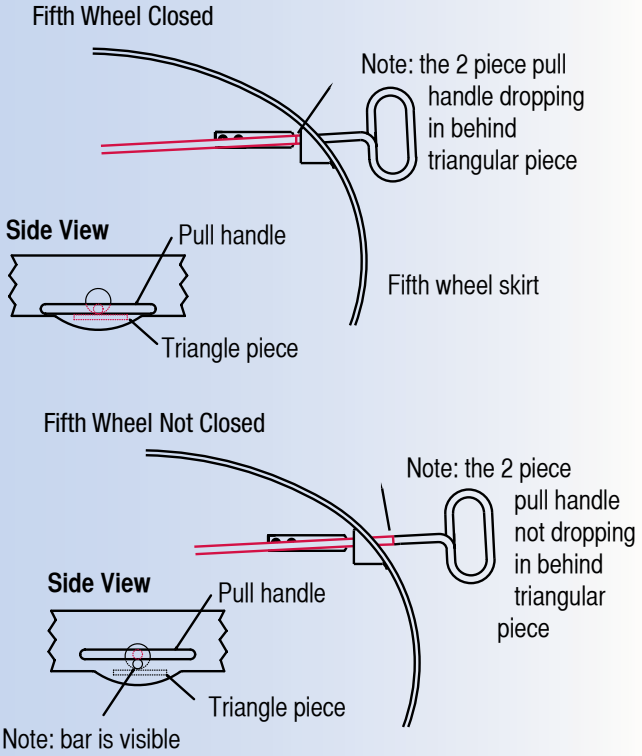
For more information on fifth wheel mounts and brackets see mounting section.

5092 top plate - bottom view



Step 3: Adjustment

Verify that the pull handle is in fully locked position.


Fifth Wheel Closed
Note: the 2 piece pull handle dropping in behind triangular piece
Side View
Pull handle
Fifth wheel skirt
Triangle piece
Fifth Wheel Not Closed
Note: the 2 piece pull handle not dropping in behind triangular piece
Side View
Pull handle
Triangle piece

Note: bar is visible

Adjust the wedge-stop rod

With the wheel still closed on the kingpin tool, push on the wedge-stop rod until it touches the end of the wedge and let it spring back. (the wedge-stop rod is spring-loaded and should spring back out after you push it in).

This movement or free play should be one quarter of an inch when coupled to a 2" kingpin.

To adjust, turn the wedge-stop rod counter clockwise to increase the free travel or clockwise to reduce free travel. ***Turning it in too far will result in slack and cause premature wear, but any mis-adjustment can cause the fifth wheel to bind and become very hard to open.***

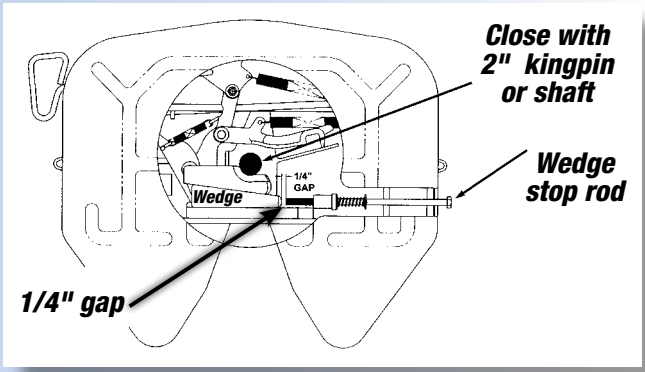


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft (6000 shown)

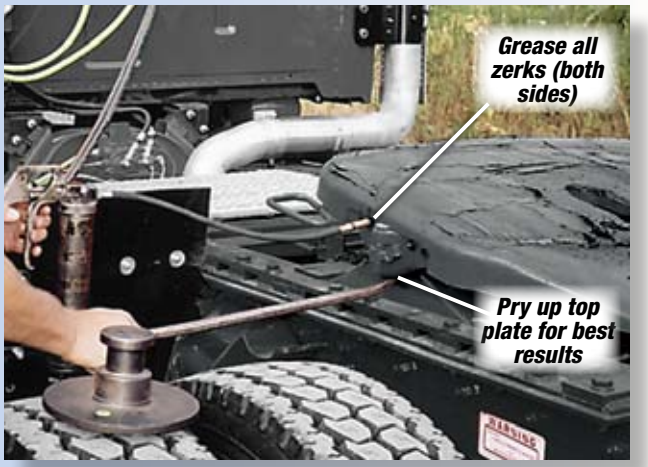
Step 4: Lubrication

On models ***WITHOUT*** bracket liners, apply grease to the two zerk fittings on each side of the top plate. These supply lubricant to the bracket bearings. Bearings should be greased with the fifth wheel in an unloaded condition.

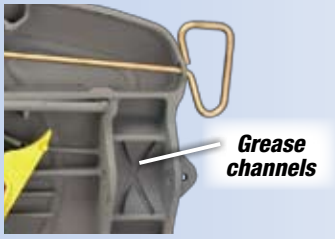
Rock the wheel back and forth while applying grease.

Some grease should flow from the bearing pockets.

If you do not see grease coming from the bearing pocket, use a crow bar to lift the top plate while applying grease.



Grease the mount brackets (2 zerks). Lift the top plate up with a pry bar to ensure grease gets to the top of the brackets.



Hint: if the zerks will not take grease, remove top plate and clear the grease channels.

On models ***WITH*** bracket liners, it is **not** necessary to lubricate the fittings on each side of the top plate, but free rocking motion is important. If the fifth wheel does NOT rock freely, remove the top plate to inspect the liners. Initial inspection of the bracket liners should be made at 200,000 miles and every 100,000 miles there after. If necessary see bracket liner inspection and installation on next page.

All models require the remaining lubrication steps. First trip the wheel closed by pushing the bumper off its seat with a pry bar. Be careful. When the mechanism closes, the handle moves in quickly.

Prior to greasing jaw and wedge trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

Next, pull back slightly on the pull handle, separate the jaw and wedge with a large screw driver, and distribute grease between the jaw and wedge pressing it between the serrated surfaces. Fontaine recommends a moly-based lubricant such as Mobilegrease XHP320 or equivalent.

Also apply grease to the stationary jaw at the front of the throat.

Now, work the lock mechanism back and forth several times to further distribute the grease.

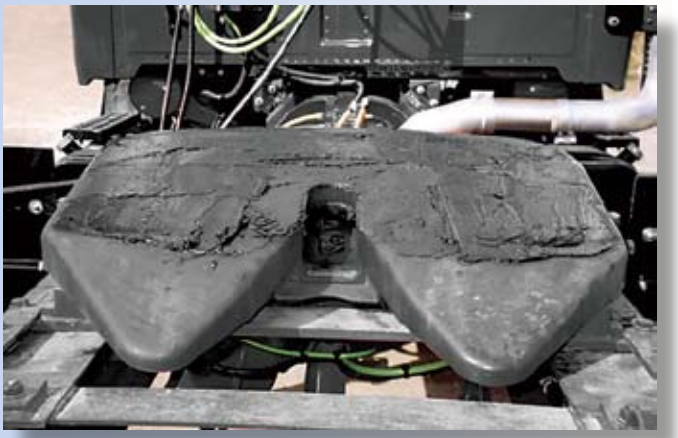
Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page B:5.

Now lubricate the top of the fifth wheel.

A liberal coating of grease should be applied to the top surface of the fifth wheel. A wide putty knife or brush will make this job easier.

Apply liberal amounts of grease to the entire surface of the fifth wheel making sure the grease grooves in the surface are full of new grease.

You have now completed Fontaine's recommended 90 day / 30,000 mile preventive maintenance and your truck is ready to be returned to service.



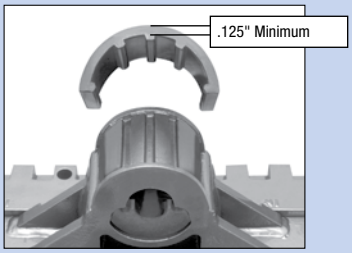
6000 top plate shown

Bracket liner inspection and replacement

Inspection criteria:

1. Initial inspection of bracket liners should be made at 200,000 miles and every 100,000 miles there after.
2. Bracket liners should be replaced when liner thickness measures 0.125" or less. Measurement should be made at the thinnest point of the bracket liner. This is typically at the top portion of the liner.

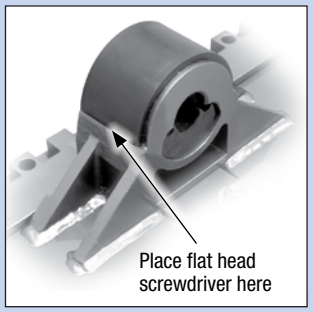
Part number
LNR-BKT-107



Installation instructions

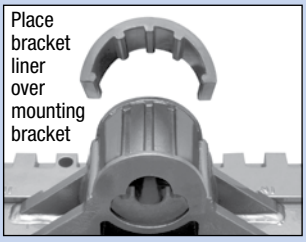
Removal of a bracket liner:

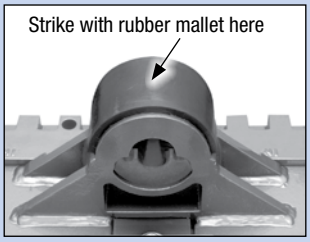
1. Remove fifth wheel from the mounting bracket. Fifth wheel removal includes:
   a. Removing cotter pins from the retainer pins
   b. Removing the retainer pins
   c. Removing the bracket pins from the fifth wheel
   d. Remove fifth wheel from mounting bracket
2. Using a flat head screwdriver, pry – in an upward force – on the end of the bracket liner. Bracket liner should release from the mounting bracket.



Installation of a new bracket liner:

1. Place the new bracket liner directly over the mounting bracket.
2. Using a rubber mallet, strike the top of the bracket liner. The new bracket liner should lock into place.
3. Once both new liners are installed, reinstall the fifth wheel onto the mounting bracket.
4. Insert the bracket pins back into the fifth wheel (Note: placing some grease on the end of each bracket pin is recommended). Reinstall the retainer pin and cotter pins.
5. Tilt the fifth wheel to the front and back of the mounting bracket to ensure that the bracket liners are properly installed.



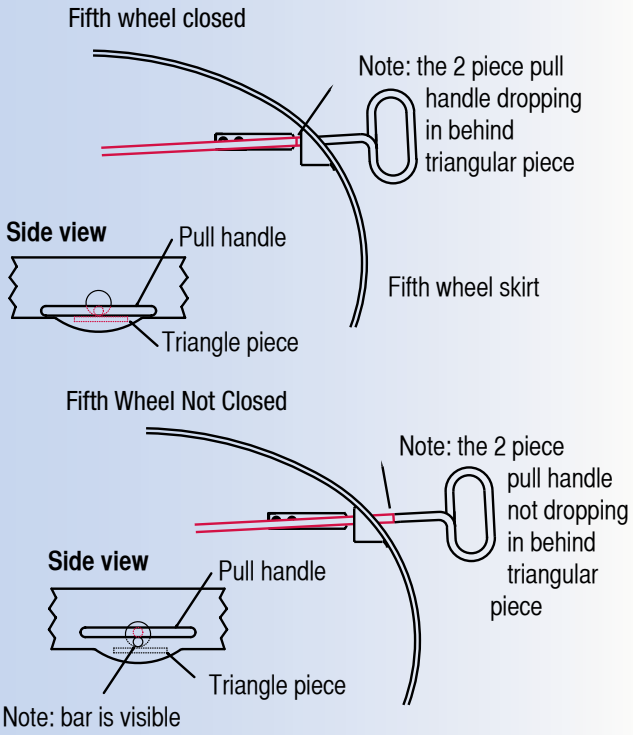


Slack

1. Check your pull handle.
If it is bent replace it.

2. Check your adjustment.

Verify that the pull handle is in fully locked position.


Fifth wheel closed
Note: the 2 piece pull handle dropping in behind triangular piece
Side view
Pull handle
Fifth wheel skirt
Triangle piece
Fifth Wheel Not Closed
Note: the 2 piece pull handle not dropping in behind triangular piece
Side view
Pull handle
Triangle piece
Note: bar is visible

With the wheel still closed on the kingpin tool, push on the wedge-stop rod until it touches the end of the wedge and let it spring back. (the wedge-stop rod is spring-loaded and should spring back out after you push it in).

This movement or free play should be one quarter of an inch when coupled to a 2" kingpin.

To adjust, turn the wedge-stop rod counter clockwise to increase the free travel or clockwise to reduce free travel. ***Turning it in too far will result in slack and cause premature wear, but any mis-adjustment can cause the fifth wheel to bind and become very hard to open.***

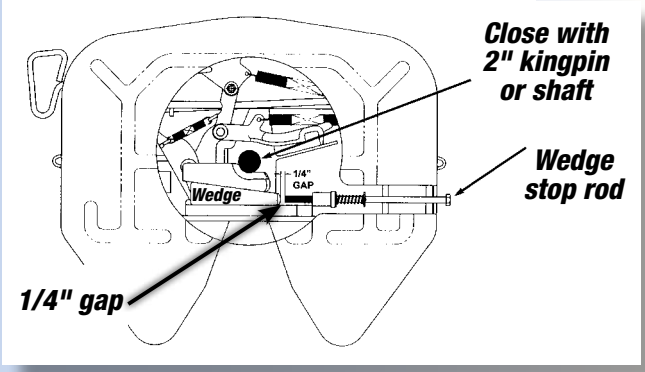
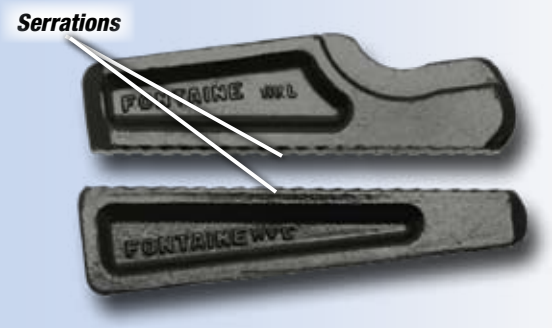


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft (6000 shown).

3. Check the serrations between the jaw and wedge.
Close the wheel by using a long pry bar. Separate the jaw and wedge using a flat head screw driver. Run the screw driver between the jaw and wedge to feel serrations. If the serrations are smooth the fifth wheel needs to be rebuilt (see rebuild instructions).



If serrations are not worn grease jaw and wedge. First trip the wheel closed by pushing the bumper off its seat with a pry bar. Be careful. When the mechanism closes, the handle moves in quickly.

Prior to greasing jaw and wedge trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

Next, pull back slightly on the pull handle, separate the jaw and wedge with a big screw driver, and distribute grease between the

jaw and wedge pressing it between the serrated surfaces. Fontaine recommends a moly-based lubricant such as Mobilegrease XHP320 or equivalent.

Also apply grease to the stationary jaw at the front of the throat.

Now, work the lock mechanism back and forth several times to further distribute the grease.

Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page B:5.

4. Check your trailer kingpin using a Fontaine kingpin gauge MSC-GAUGE

If the kingpin is worn out replace it (see SAEJ2228).

Hard to open

1. All pressure must be removed from the lock before it will open.

2. Check the pull handle.

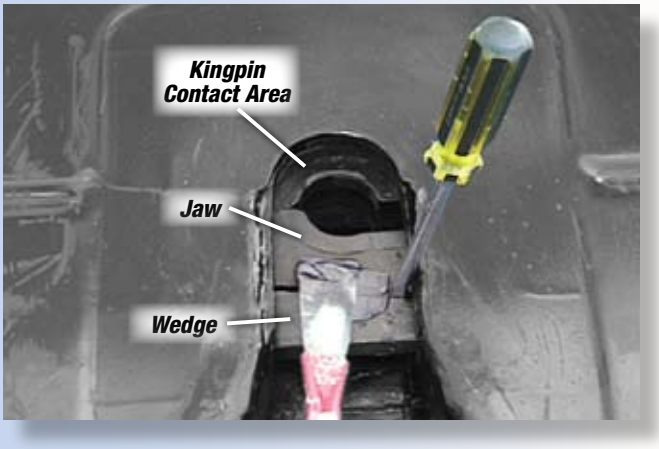
If the pull handle is bent replace it.

3. Check for proper lubrication

First trip the wheel closed by pushing the bumper off its seat with a pry bar. Be careful. When the mechanism closes, the handle moves in quickly.

Prior to greasing jaw and wedge trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

Next, pull back slightly on the pull handle, separate the jaw and wedge with a big screw driver, and distribute grease between the jaw and wedge pressing it between the serrated surfaces. Fontaine recommends a moly-based lubricant such as Mobilegrease XHP320 or equivalent.

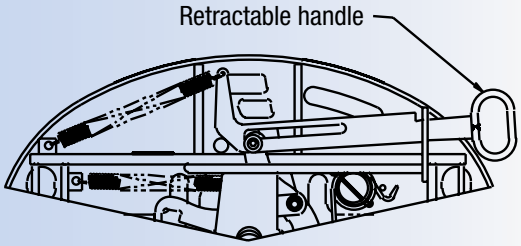


Also apply grease to the stationary jaw at the front of the throat.

Now, work the lock mechanism back and forth several times to further distribute the grease.

Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page B:5.

4. Check adjustment on wheels with wedge-stop rod.

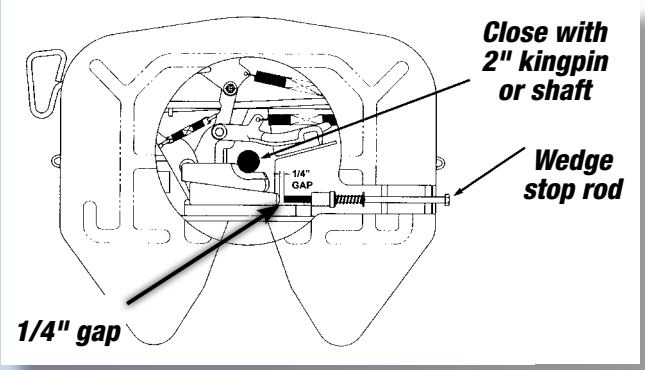


Verify that the pull handle is in locked position.
See Sec B:12 for complete illustration.

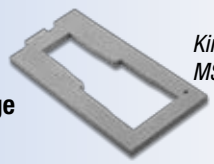
With the wheel still closed on the kingpin tool, push on the wedge-stop rod until it touches the end of the wedge and let it spring back. (the wedge-stop rod is spring-loaded and should spring back out after you push it in).

This movement or free play should be one quarter of an inch when coupled to a 2" kingpin.

To adjust, turn the wedge-stop rod counter clockwise to increase the free travel or clockwise to reduce free travel. ***Turning it in too far will result in slack and cause premature wear, but any mis-adjustment can cause the fifth wheel to bind and become very hard to open.***



5. Check the trailers kingpin using Fontaine kingpin gauge MSC-GAUGE.



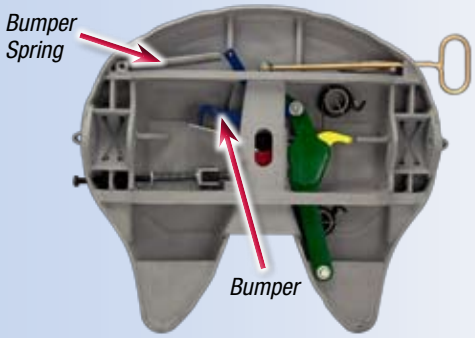
- If the kingpin is worn out replace it (see SAEJ2228).

Hard to close

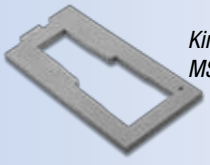
1. Check the bumper.
With the fifth wheel in the open position check the upper tip of the bumper. If the bumper is damaged replace it.

2. Check the bumper spring.
Replace springs if damaged.

3. Close the fifth wheel using your test kingpin. If the fifth wheel closes refer the driver to the proper Coupling procedure guide (LT-071) and the Fontaine International instructions booklet (LT-001).



4. Check the bottom flange of the kingpin for damage.
You can use a Fontaine kingpin gauge MSC-GAUGE
If the kingpin is worn out replace it (see SAEJ2228).

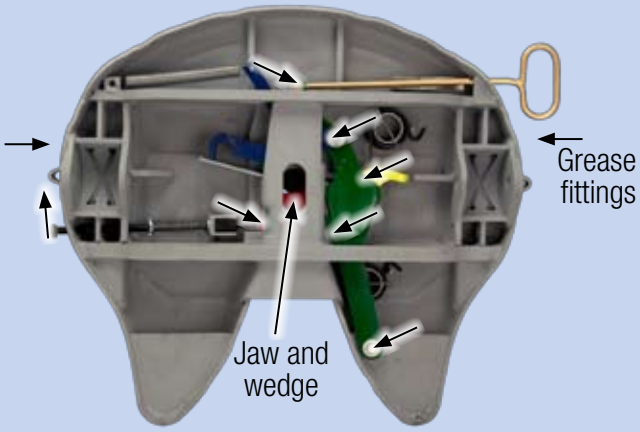


Cold weather hints

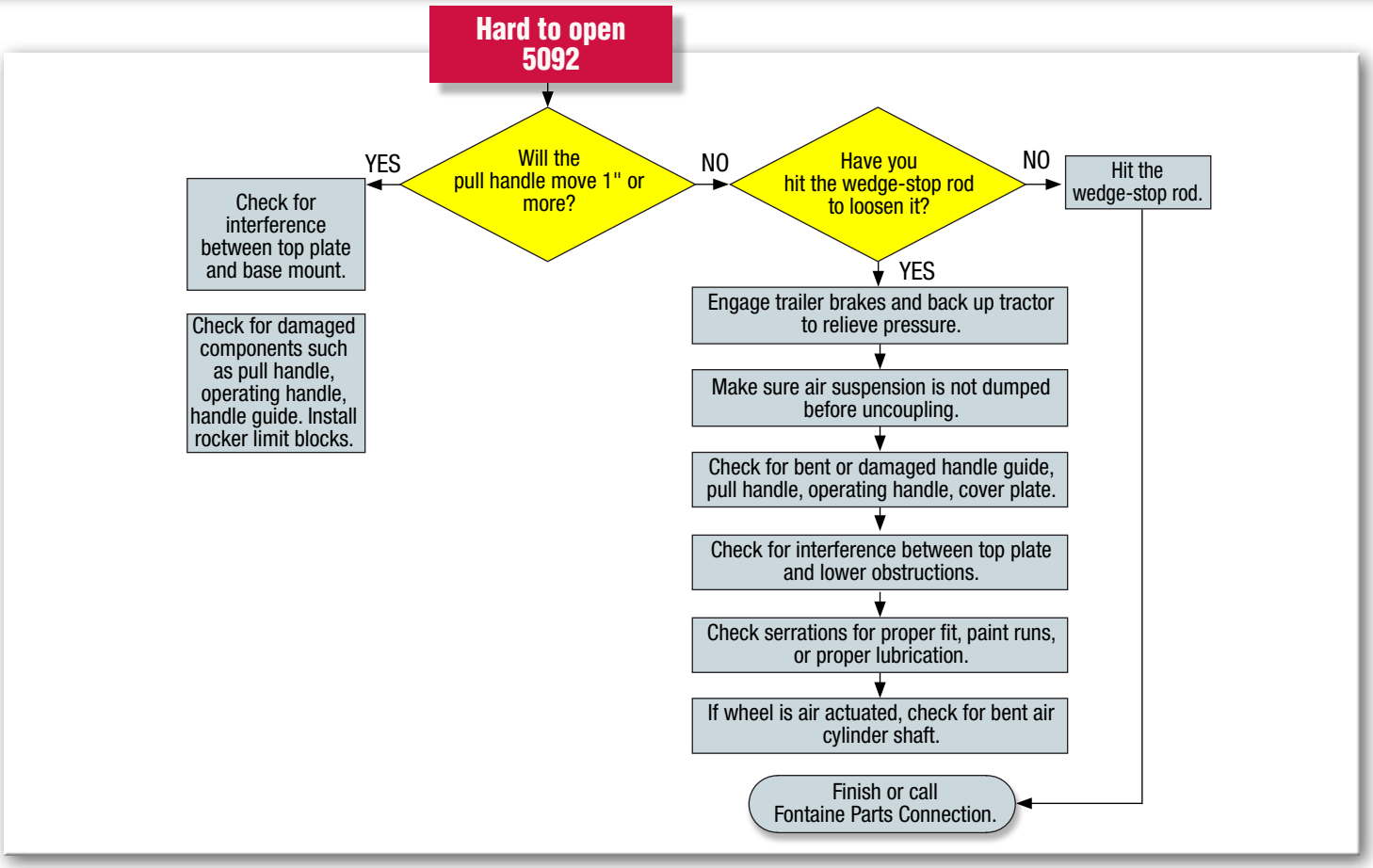
When the temperature drops below freezing, Fontaine recommends a thorough cleaning of the latching mechanism using a suitable cleaner or degreaser. Lubricate the fifth wheel prior to opening and closing. Refer to figures below. Open and close the fifth wheel several times to distribute the grease. Fontaine suggests the use of a moly-based lubricant such as Mobilgrease XHP320 or equivalent. Areas or regions that experience extreme and/or prolonged freezing temperatures should consider using a less viscous substance such as: 90-weight oil, diesel fuel, kerosene, motor oil, etc. Fontaine recommends contacting your specific lubricant manufacturer for guidelines on mixing compatibility of any lubricant.

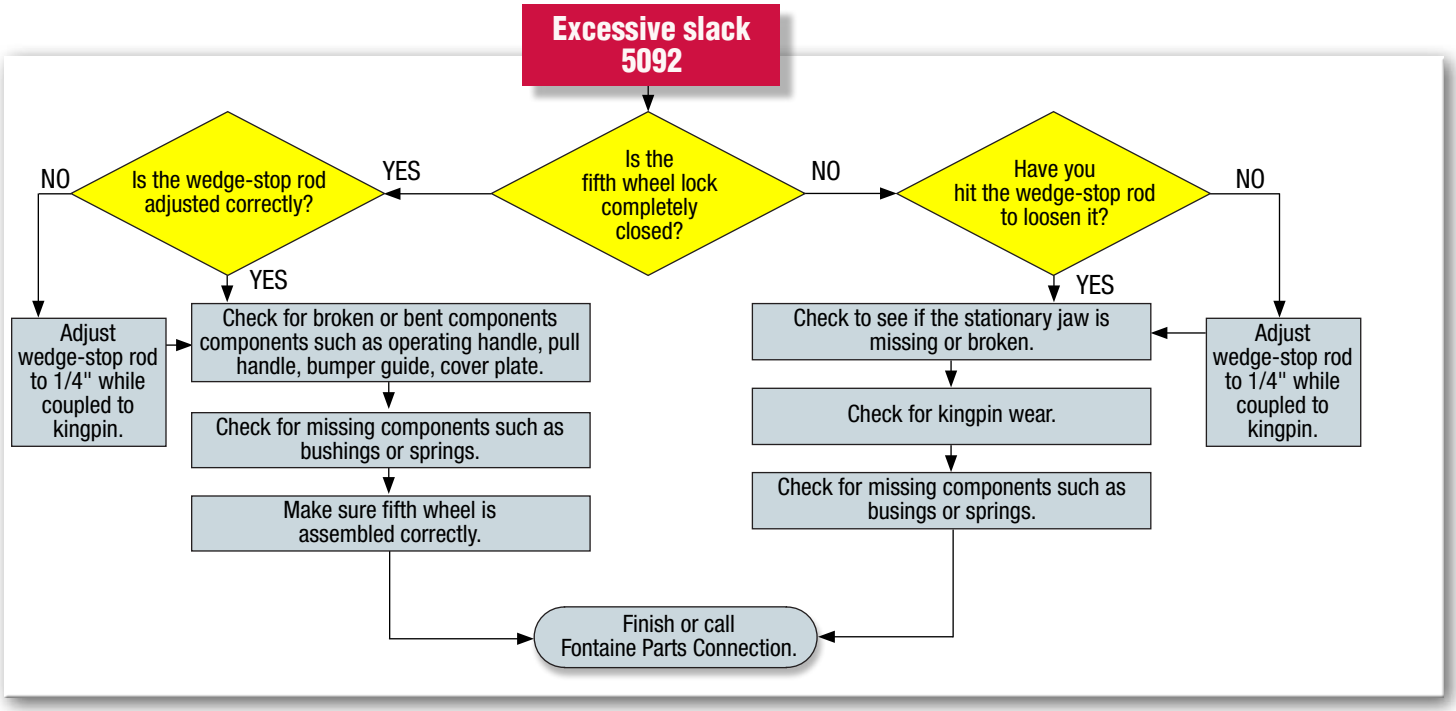
No-Slack® 5092

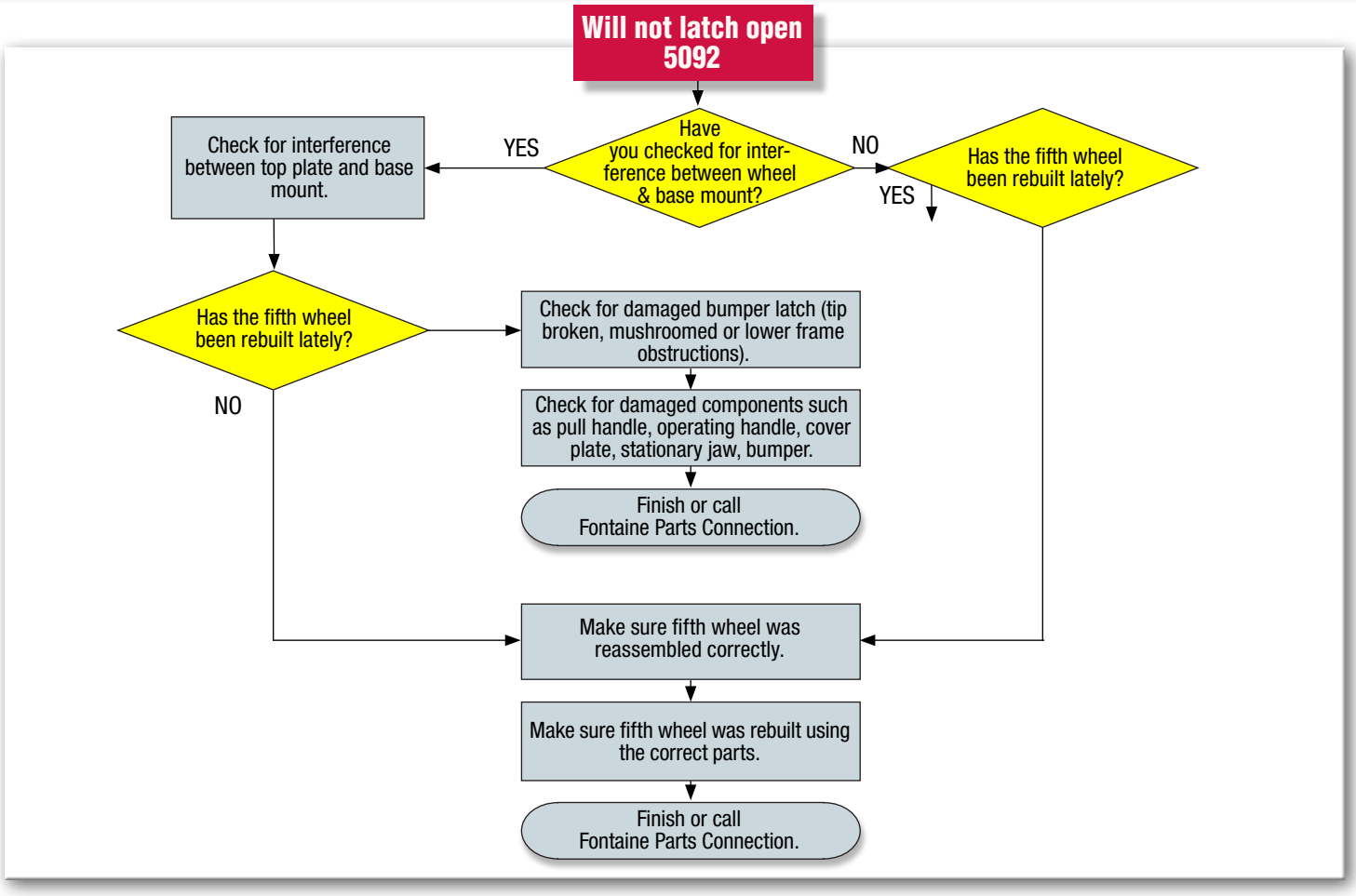
Clean, oil and grease all moving parts (see arrows).



Separate jaw and wedge with screw driver and grease full length (6000 shown).


Hard to open 5092
Will the pull handle move 1" or more?
YES
Check for interference between top plate and base mount.
Check for damaged components such as pull handle, operating handle, handle guide. Install rocker limit blocks.
NO
Have you hit the wedge-stop rod to loosen it?
NO
Hit the wedge-stop rod.
YES
Engage trailer brakes and back up tractor to relieve pressure.
Make sure air suspension is not dumped before uncoupling.
Check for bent or damaged handle guide, pull handle, operating handle, cover plate.
Check for interference between top plate and lower obstructions.
Check serrations for proper fit, paint runs, or proper lubrication.
If wheel is air actuated, check for bent air cylinder shaft.
Finish or call Fontaine Parts Connection.


Excessive slack 5092
Is the fifth wheel lock completely closed?
NO
Have you hit the wedge-stop rod to loosen it?
NO
Adjust wedge-stop rod to 1/4" while coupled to kingpin.
YES
Check to see if the stationary jaw is missing or broken.
Check for kingpin wear.
Check for missing components such as busings or springs.
YES
Is the wedge-stop rod adjusted correctly?
NO
Adjust wedge-stop rod to 1/4" while coupled to kingpin.
YES
Check for broken or bent components components such as operating handle, pull handle, bumper guide, cover plate.
Check for missing components such as bushings or springs.
Make sure fifth wheel is assembled correctly.
Finish or call Fontaine Parts Connection.


Will not latch open 5092
Have you checked for interference between wheel & base mount?
YES
Check for interference between top plate and base mount.
NO
Has the fifth wheel been rebuilt lately?
YES
Has the fifth wheel been rebuilt lately?
NO
Check for damaged bumper latch (tip broken, mushroomed or lower frame obstructions).
Check for damaged components such as pull handle, operating handle, cover plate, stationary jaw, bumper.
Finish or call Fontaine Parts Connection.
Make sure fifth wheel was reassembled correctly.
Make sure fifth wheel was rebuilt using the correct parts.
Finish or call Fontaine Parts Connection.

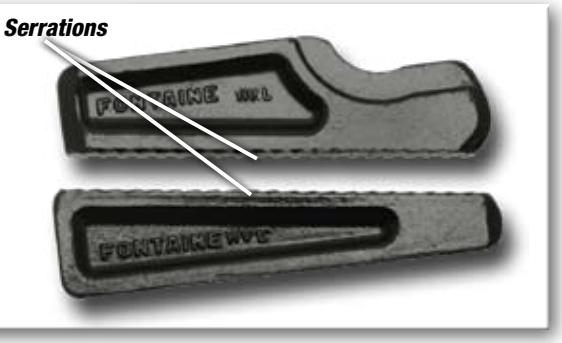
Rebuild

See *No-Slack® 5092 fifth wheels* video at www.fifthwheel.com ... click on Videos button

Note: rebuild only after checking the serrations for wear.

Inspect fifth wheel and cover plate and stationary jaw for damage (examples below).

Before rebuilding check to make sure that there are no cracks in the cross members or other components. Under no circumstances should a fifth wheel be repaired or used if any component (cross member, saddle bearing, etc). is cracked. Also check for excessively worn areas.



Items needed for rebuild (follow rebuild instructions included in the KIT-RPR-5092L)

Remember to exercise extreme caution, follow all stated & customary safety procedures, and be sure to wear safety glasses.

Do not use pneumatic tools. Over-tightening may cause damage.

- ¾" wrench
- ¾" socket wrench
- 1 1/16" wrench
- Pliers
- Flat head screw driver
- Long pry bar
- Test kingpin MSC-712
- Kingpin gauge MSC-GAUGE
- Moly-based lubricant such as Mobilgrease XHP320 or equivalent

Top plate rebuild kit

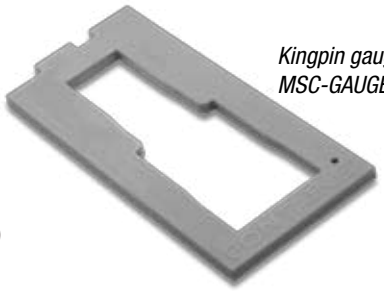
No-Slack rebuild kits for
5092/H5092/X5092 top plates
KIT-RPR-5092R (right release)
KIT-RPR-5092L (left release)

After inspection you may need to optionally order other kits. See schematic on page B:20.

Special tools

Fontaine offers special tools for your fifth wheel to help your repairs go fast and easy.

Test kingpin for all Fontaine fifth wheels MSC-712



Kingpin gauge MSC-GAUGE

5092 series spring installation tool MSC-710

Fontaine No-Slack® non-genuine parts advisory

The purpose of this notice is to alert Fontaine customers of the potential hazards from using non-genuine components, specifically the movable locking jaw and wedge. Recent reports have revealed the sale, use and failure of these components. Failures are occurring as a result of the locking wedge stud falling out (see photo in red) at an early cycle time which affects the proper opening and closing of the mechanism, and could create a dangerous condition. The non-genuine components are easy to identify by the physical characteristics listed below. The use of any non-genuine components not only creates a potential dangerous condition, it also voids the manufacturer's warranty. **The seller and end user assume any/all responsibility for warranty, property and bodily damage as a result of using non-genuine parts.**

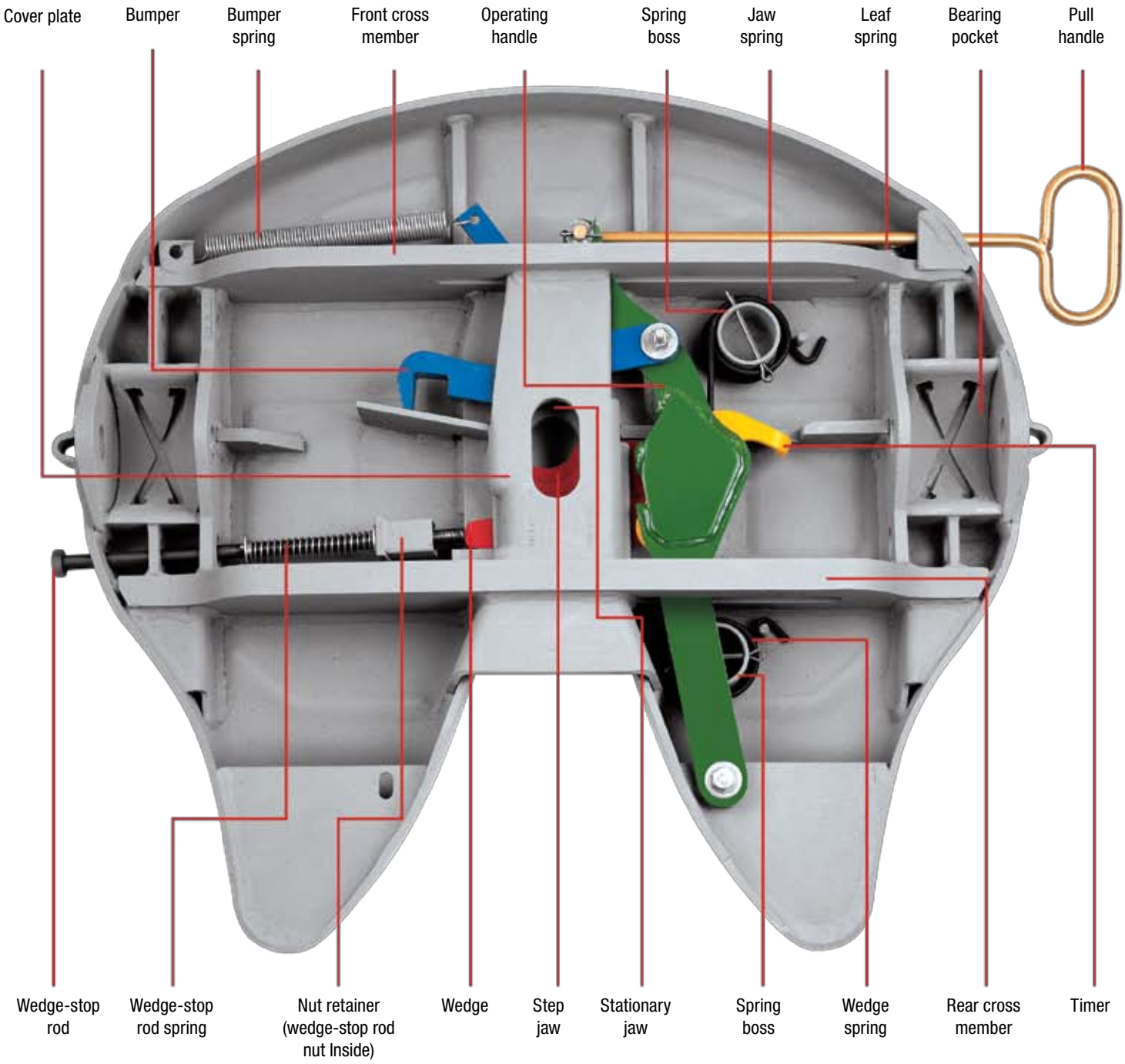
Non-genuine parts

- The non-genuine parts come in a white box.
- The non-genuine parts have jaw and wedge studs that are pressed/glued into the forging.
  A picture of the failed part is shown above.

Genuine Fontaine No-Slack® parts

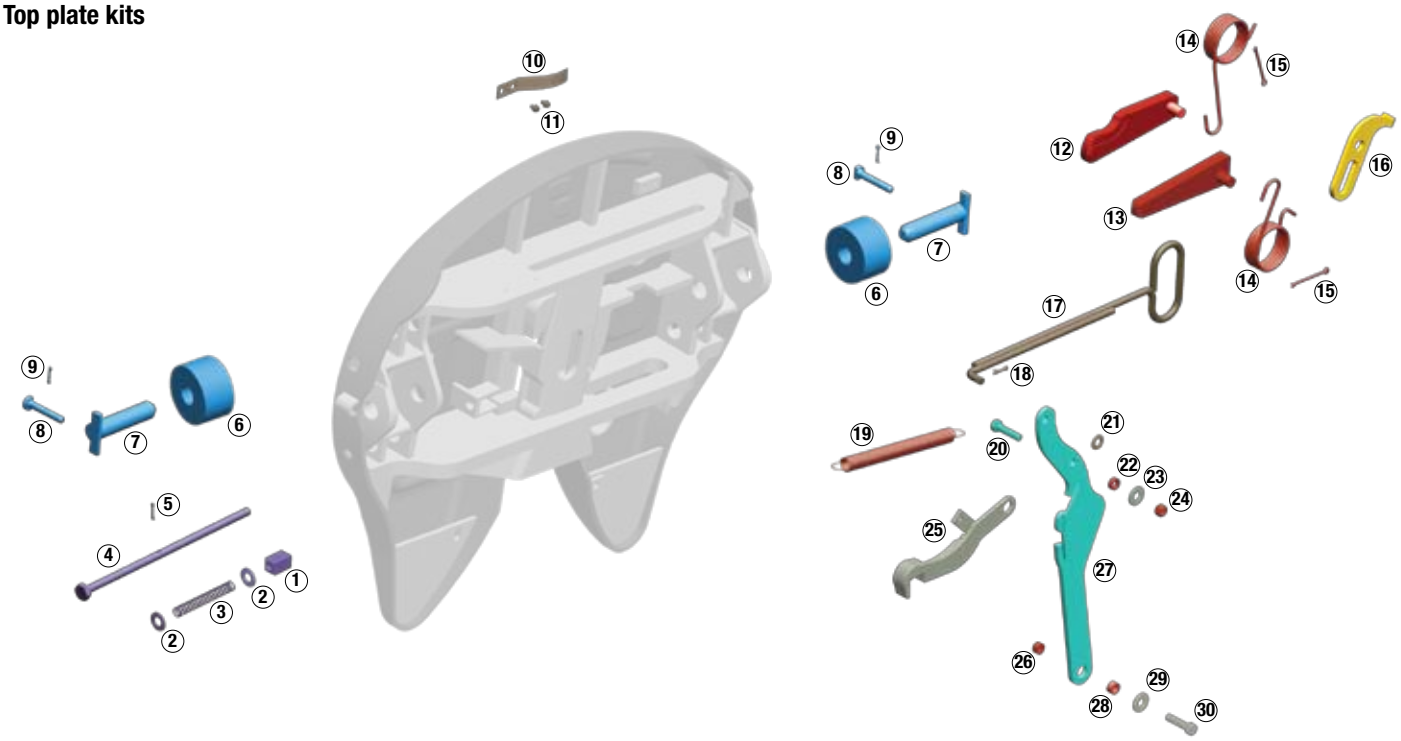
- Genuine Fontaine parts come in a small brown box with Fontaine part number KIT-RPR-6000L clearly printed on a white label (photo of box above).
- Genuine Fontaine parts have the model number forged into the jaw and wedge forging.
- Only Genuine Fontaine parts have "Genuine Fontaine Parts" printed on the box.

No-Slack® part identification (Note: H5092 is shown, but X5092 use same descriptions).



SLTPL5092 model

Top plate kits



Rebuild kit (KIT-RPR-5092L or R)

Item	Description	Quantity
⑫	Step jaw	1
⑬	Wedge	1
⑭	Jaw and wedge spring	2
⑮	Cotter pin, 1/4" x 3"	2
⑲	Bumper spring	1
㉒	Bushing, 5/16"	1
㉘	Bushing, 7/16"	1
㉔	Hex lock nut, 1/2" - 13	1
㉖	Hex lock nut, 1/2" - 13	1

Wedge-stop rod kit (KIT-ROD-1108)

Item	Description	Quantity
①	Wedge-stop rod nut	1
②	Flat washer, 5/8" I.D.	2
③	Wedge-stop rod spring	1
④	Wedge-stop rod	1
⑤	Cotter pin, 3/16" x 1"	1

Bracket pin kit (KIT-PIN-191)

Item	Description	Quantity
⑥	1-piece bushing	2
⑦	Bracket pin	2
⑧	Bracket retainer pin	2
⑨	Cotter pin	2

Note: for Xtra® heavy duty models choose KIT-PIN-XHD

Pull handle kit (KIT-PUL-5092)

Item	Description	Quantity
⑩	Leaf spring	1
⑪	Self tapping screw	1
⑰	Pull handle	1
⑱	Cotter pin, 3/16" x 1"	1
㉑	Flat washer, 1/2" I.D.	1

Timer kit (KIT-TMR-134L or R)

Item	Description	Quantity
⑯	Timer	1
㉒	Bushing 5/16"	1
㉔	Hex lock nut, 1/2" - 13	1
㉘	Bushing 7/16"	1
㉖	Hex lock nut, 1/2" - 13	1

Bumper kit (KIT-BPR-131L or R)

Item	Description	Quantity
㉕	Bumper	1
⑲	Bumper spring	2
㉒	Bushing 5/16"	1
㉔	Hex lock nut, 1/2" - 13	1
㉚	Hex head bolt, 1/2" - 13	1
㉙	Flat washer, 1/2" I.D.	1
㉘	Bushing 7/16"	1
㉖	Hex lock nut, 1/2" - 13	1

Note: for Xtra® heavy duty models choose KIT-BPR-131L or R

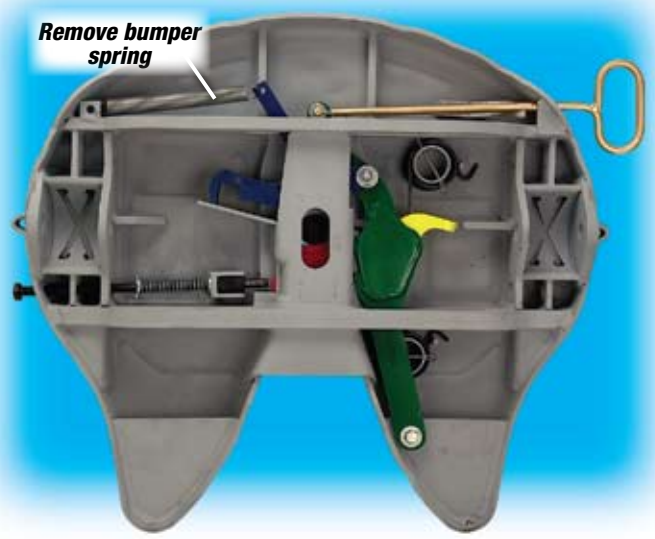
Operating handle kit (KIT-OPR-5000-SL OR SR)

Item	Description	Quantity
㉗	Operating handle	1
⑳	Hex head bolt, 1/2" - 13	1
㉒	Bushing 5/16"	1
㉓	Flat washer, 1/2" I.D.	1
㉔	Hex lock nut, 1/2" - 13	1
㉚	Hex head bolt, 1/2" - 13	1
㉙	Flat washer, 1/2" I.D.	1
㉘	Bushing 7/16"	1
㉖	Hex lock nut, 1/2" - 13	1

For H5092 and X5092 series fifth wheels (procedures are the same for both series).

Dissassembly

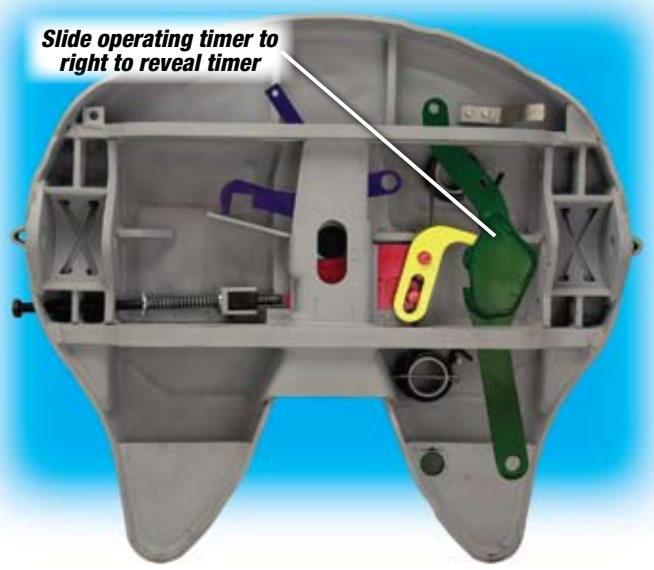
1 Set the fifth wheel in a locked position (handle pushed in). Unhook the bumper spring from the bumper tang and the tab on the side of the fifth wheel substructure. Remove the bumper spring.



2 Remove the cotter pin and washer that holds the pull handle to the operating handle. Slide the pull handle out through the side of the fifth wheel.

3 Remove the two bolts on the operating handle. Each bolt has a nut, washer and bushing. Discard the bushings and lock nuts.

4 Slide the operating handle over to the side of the fifth wheel. Slide the bottom part first. This will allow the underside of the handle to clear the jaw and wedge studs and timer.



Caution: always wear safety glasses and do not stand directly over parts while disassembling or assembling wheel.

Dissassembly

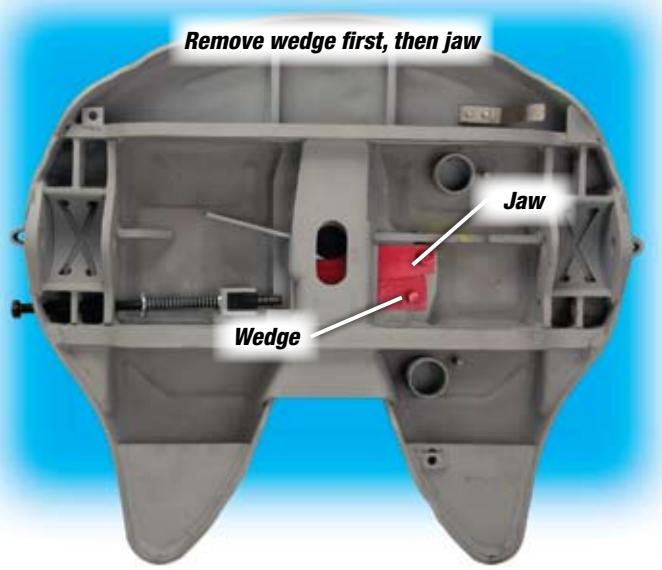
5 Remove the timer by lifting upward. Then slide the operating handle out through the slot in the rear cross member of the fifth wheel.

6 Slide the bumper toward the operating handle slot and to the rear of the fifth wheel until the bumper tang clears the operating handle slot and remove.

7 **CAUTION!*** Remove and discard the cotter pins from the jaw and wedge spring boss. Pry the small tail of the springs up over the jaw and wedge studs. Remove and discard both springs.

Note: spring tool part no. is MSC-710.

8 Remove the wedge first and then the jaw. Discard the jaw and wedge.



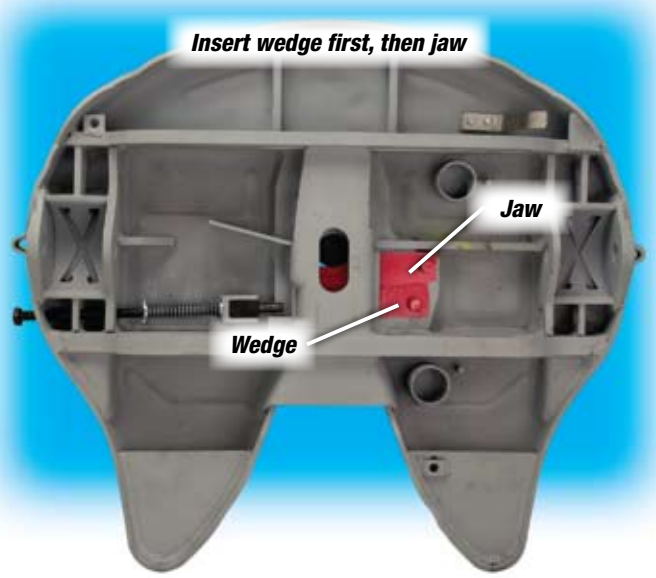
***CAUTION! The wedge spring is under extreme tension. Always wear safety glasses. Do not stand directly over the springs while disassembling or assembling wheel.**

Assembly

Before rebuilding the assembly, check to make sure that there are no cracks in the cross members or other components. Also check bracket pin holes to ensure they are not worn oversize (pins should fit snugly). Under no circumstances should a fifth wheel be repaired or used if any component (cross member, saddle bearing, etc). is cracked.

1 Always assemble parts around a 2" kingpin or a shaft with a 2" diameter. Insert new jaw first and then the new wedge below it. Grease the jaw and wedge on top and bottom. Also apply grease to the stationary jaw in the throat of the fifth wheel.

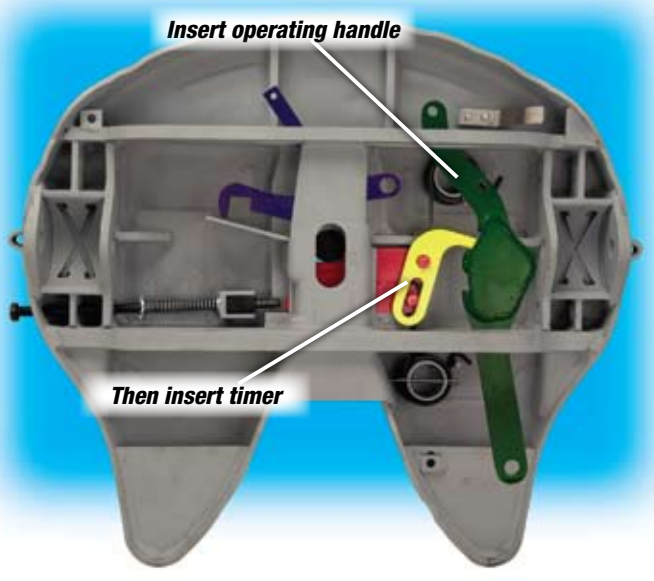
Note: Fontaine suggests the use of a moly-based lubricant such as Mobilgrease XHP320 or equivalent when applying lubricant to the locking jaw and wedge. Lightly oil other moving parts in the fifth wheel.



2 Insert the new wedge spring through the slot in the rear cross member and lay the coil over the spring boss. Using a spring tool, engage the small hooked tail of the wedge spring and wind it around until it is directly over the small stud at the back of the bracket. Using a hammer, nudge the spring downward allowing it to catch on the stud. Insert the new cotter pin. Repeat these steps to replace the jaw spring. **Note: the jaw spring has minimal tension and can carefully be replaced by hand.**

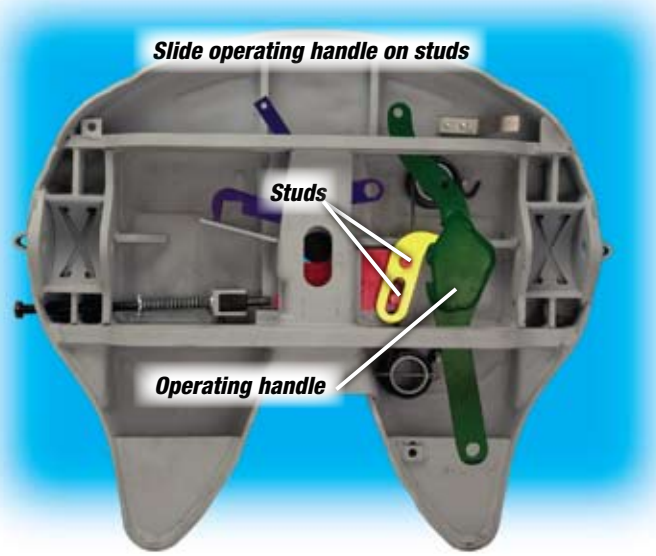
3 Insert operating handle and bolt to pivot mount. Use existing bolt, washer, hairpin cotter (inspect for wear before using and replace if necessary). Use the new lock nut and bushing that is supplied in the repair kit.

4 Install bumper and bolt to operating handle. use existing bolt and washers (inspect for wear before using and replace if necessary). Use new lock nut and bushing that is supplied in the repair kit. Note orientation of bolt . After installing the bumper check to make sure that it can pivot freely.



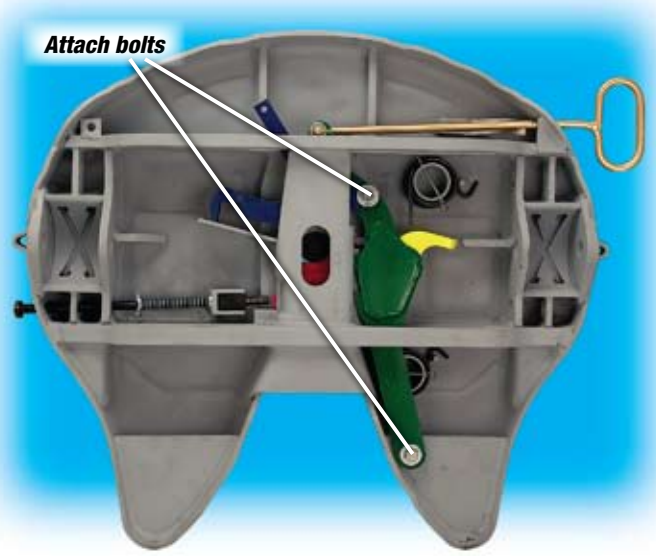
5 Slide operating handle toward the center of wheel to engage handle with studs on the jaw and wedge. Slide the top part first. This will ensure that the grooves on the operating handle are aligned with the studs.

6 Insert the pull handle through the fifth wheel skirt. Using the cotter pin and washer, fasten it to the top hole of the operating handle.



7 Align the bumper hole with the operating handle hole. Replace the bolts on the operating handle. The bolt which fastens the operating handle to the bumper must be inserted with the threads facing toward you to prevent interference with the jaw spring. The other bolt should be positioned with the threads facing downward. (see drawing on page B:20) Each bolt has a washer and a new nut and bushing. Apply grease to the bolt parts and where there is metal to metal contact with the operating handle. Do not over-tighten bolts. Lubricate all pivot points.

8 Connect the bumper spring to its clasp. Apply grease to the bracket pockets and to the grease fittings on the side of the fifth wheel until grease flows into upper brackets. Also apply a liberal amount of grease to the top plate.



Rebuild troubleshooting

Problem	Possible Cause	Remedy
Difficulty Coupling	1. Kingpin too high to trip latch. 2. Damaged trailer plate or kingpin.	1. Lower landing gear. 2. Check trailer plate for flatness. Check kingpin for squareness with trailer plate.
Excessive wear on fifth wheel top plate	1. Damaged trailer plate.	1. If trailer plate is not flat – replace it.
Difficulty uncoupling	1. Pressure on locking mechanism caused by truck drifting apart from trailer putting excess pressure on lock. 2. Oval-shaped kingpin. 3. Debris build-up in the grease.	1. Back up tractor and set brakes. Strike the wedge-stop rod which protrudes through the side of the fifth wheel. This spring loaded rod will release the pressure on the locking mechanism.
Slack	1. Wedge-stop rod not adjusted properly. 2. Undersized kingpin. 3. Worn jaw and wedge.	1. Open fifth wheel and insert 2" kingpin or shaft with 2" diameter. Trip the lock and adjust the wedge-stop rod so that it is 1/4" from the wedge. 2. Replace kingpin if worn greater than 1/8" (3.1 mm) from original 2" (50.8 mm) diameter. 3. Jaw and wedge could have excessive wear – Replace.

Note: all fifth wheel installations must be approved by Fontaine Fifth Wheel.

3000
Top Plates

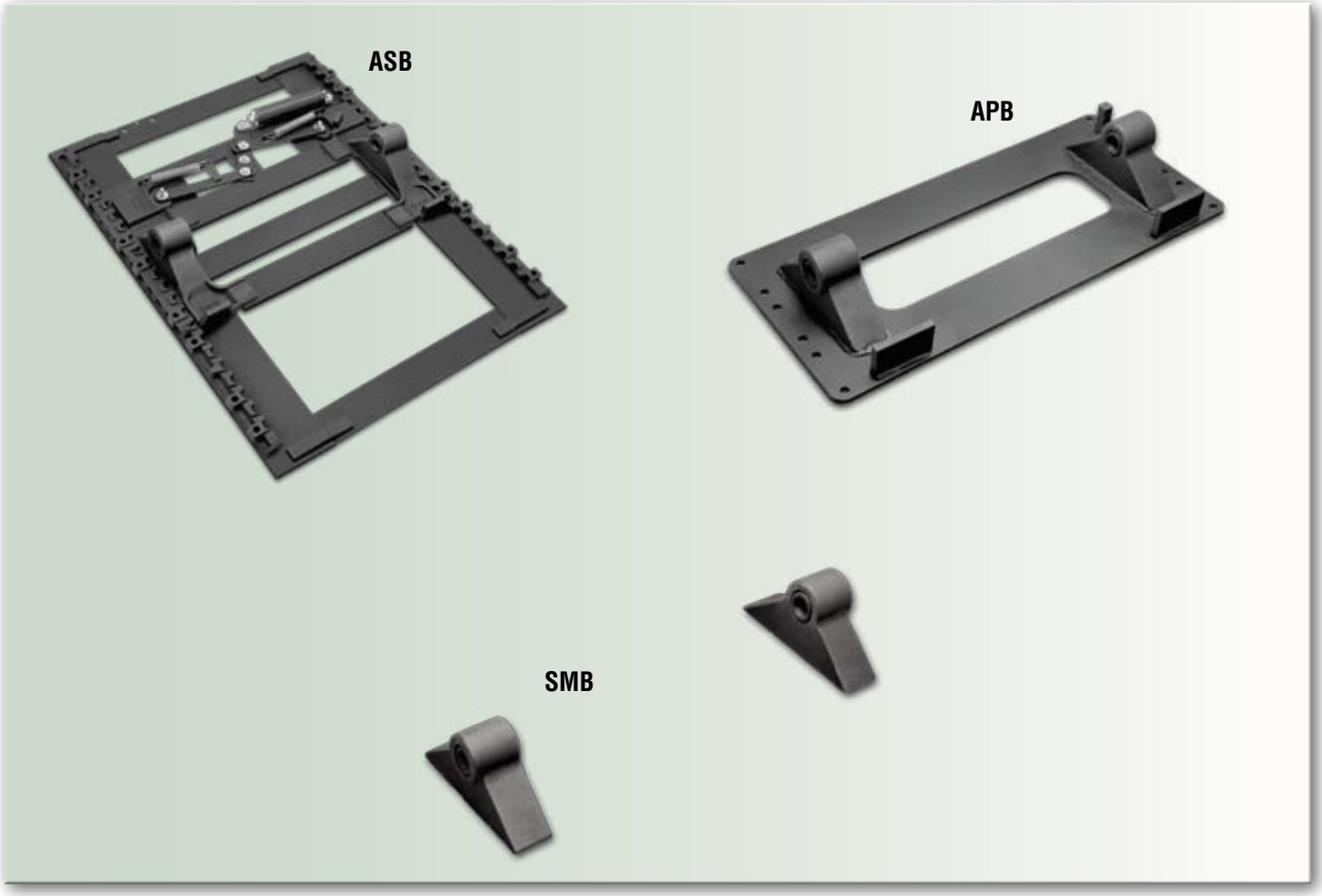
Contents

Identify your fifth wheel .....Sec C: 1-2
Pre-service procedures.....Sec C: 3-5
Preventive maintenance.....Sec C: 6-7
Troubleshooting .....Sec C: 8-9
Rebuild .....Sec C: 10-16

Identify fifth wheel assembly

Identify top plate

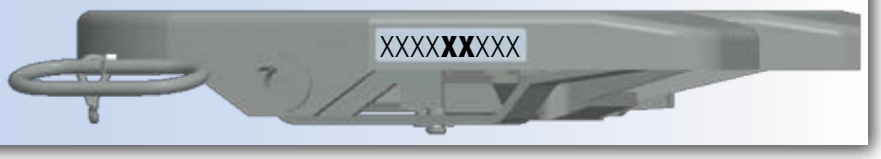
Identify slides and brackets (Note: see Slides and Bracket section for more information)



Identify your fifth wheel

Serial number locations

Serial number engraved directly into the left side of fifth wheel skirt.
Note: position 5 and 6 of the serial number indicates the year built.



Part number nomenclature

Fontaine International complete assembly part numbers. Example: **SL3ATB675012**

1. Top plate

SL Release
SL = Side left
SR = Side right

3 Top plate model
3 = 3000 Series

2. Mounting bracket

ASB Mounting bracket model
ASB = Air slide bracket
APB = Adjustable plate bracket
SMB = Stationary mount bracket

6750 Mounting height
Actual height from truck frame to top of fifth wheel.
Examples: 7125 = 7-1/8"
7250 = 7-1/4"
8375 = 8-3/8"
9750 = 9-3/4"

3. Slide rail

12 Slide travel
For sliding fifth wheels only.
Example: 12 = 12" slide
24 = 24" slide
36 = 36" slide
48 = 48" slide

Duty class restrictions

Standard Duty	
Weight:	Less than 95,000 lbs (43,000 kg) Gross Combination Weight (GCW)
Road Type:	100% on-highway application on maintained concrete or asphalt roads
Travel Type:	More than 30 miles between each stop
Axle Limitation:	Maximum number of towed axles equals 2
Top Plates:	3000 (van trailers flatbeds, stretch and skate trailers only), 6000, 7000, 7000CC

A. Fasteners

Make sure all nuts and bolts are in place and properly tightened.

Check for cracks, breaks or separation.

Check to see if both bracket pins are in place and secured by retainer pins and cotter pins (see Figure C and D).

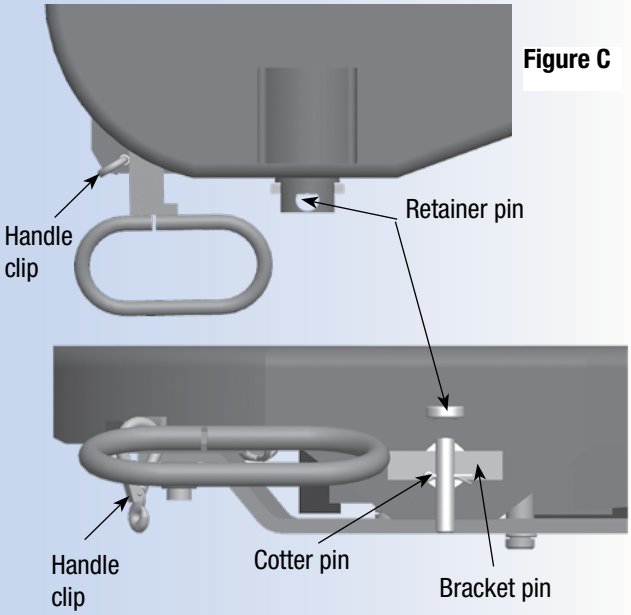


Figure C

Figure D

B. Lubrication

1. Inspect the trailer kingpin plate and top surface of the fifth wheel to make sure each is properly greased. A liberal coating of grease should be applied to the complete surfaces of both the trailer kingpin plate and the top surface of the fifth wheel. A paddle or brush will make this job easier.

   Do not use a lube plate (high-density polyethylene) on top of the fifth wheel or kingpin bolster plate in lieu of grease without prior approval by Fontaine. The additional thickness of this material can prevent the proper operation of the fifth wheel and can cause a dangerous condition.

2. Lubricate the fifth wheel lock prior to opening and closing. Referring to Figure E, grease the jaw and lockbar (wedge) on top and bottom. Separate the jaw and lockbar (wedge) with a large screwdriver and distribute the grease along the full length of the jaw and lockbar (wedge) mating surfaces. Open and close the fifth wheel several times to further distribute the grease. See Figure E.

   Lightly oil other moving parts in the fifth wheel.

3. For sliding fifth wheels, lightly oil the slide locking mechanism. Operate the mechanism several times to ensure it is functioning properly.

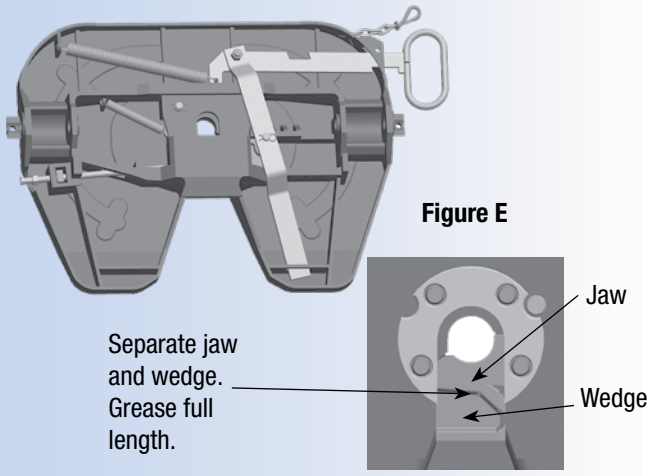


Figure E

C. Operation

1. Fontaine's 3000 Series fifth wheel opens by removing the handle clip, moving the pull handle slightly forward and pulling straight out until maximum opening stroke is achieved. At this point, the pull handle should again be moved slightly forward until the handle cut out sets up on the handle block located on the fifth wheel skirt.
2. Close the locking mechanism using a test kingpin or 2" (50.8mm) diameter pipe. Repeat several times making sure that all moving parts have adequate lubrication.
3. The pull handle grip should always be free of grease or any substance which could prevent a firm grip, causing the handle to slip and possibly resulting in injury.

D.

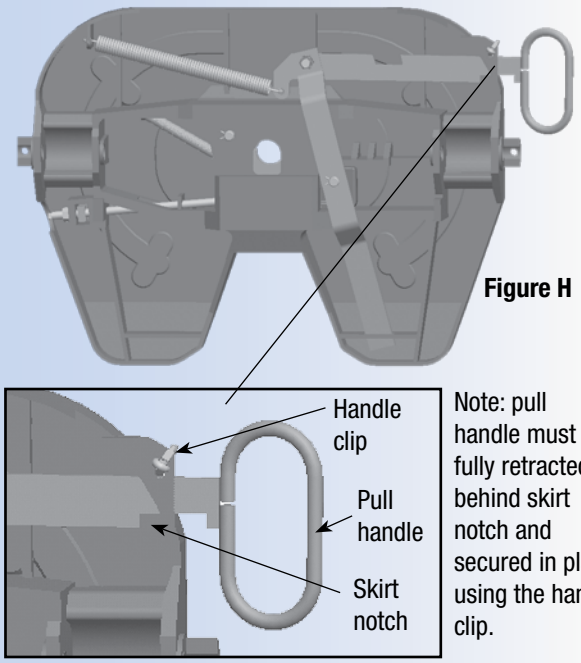


Figure H

Note: pull handle must be fully retracted behind skirt notch and secured in place using the handle clip.

Adjustment procedure

1. With the wheel in the closed position, loosen the adjuster lock nut and turn the adjuster stud counter clockwise (outward) until it is free from touching the end of the lockbar (wedge).
2. Insert a test kingpin or 2" (50.8mm) diameter shaft to ensure the locking mechanism is completely closed.
3. Turn the adjuster stud clockwise (inward) until it contacts the end of the lockbar (wedge). Now turn the adjuster stud clockwise (inward) an additional three complete revolutions. This will give the recommended .02" (0.525mm) running clearance. See Figure F.
4. Tighten the adjuster lock nut.

Improper adjustment can cause the mechanism to bind and/or wear prematurely.

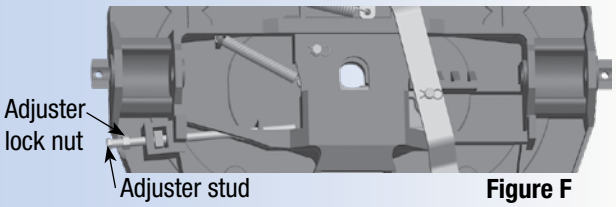
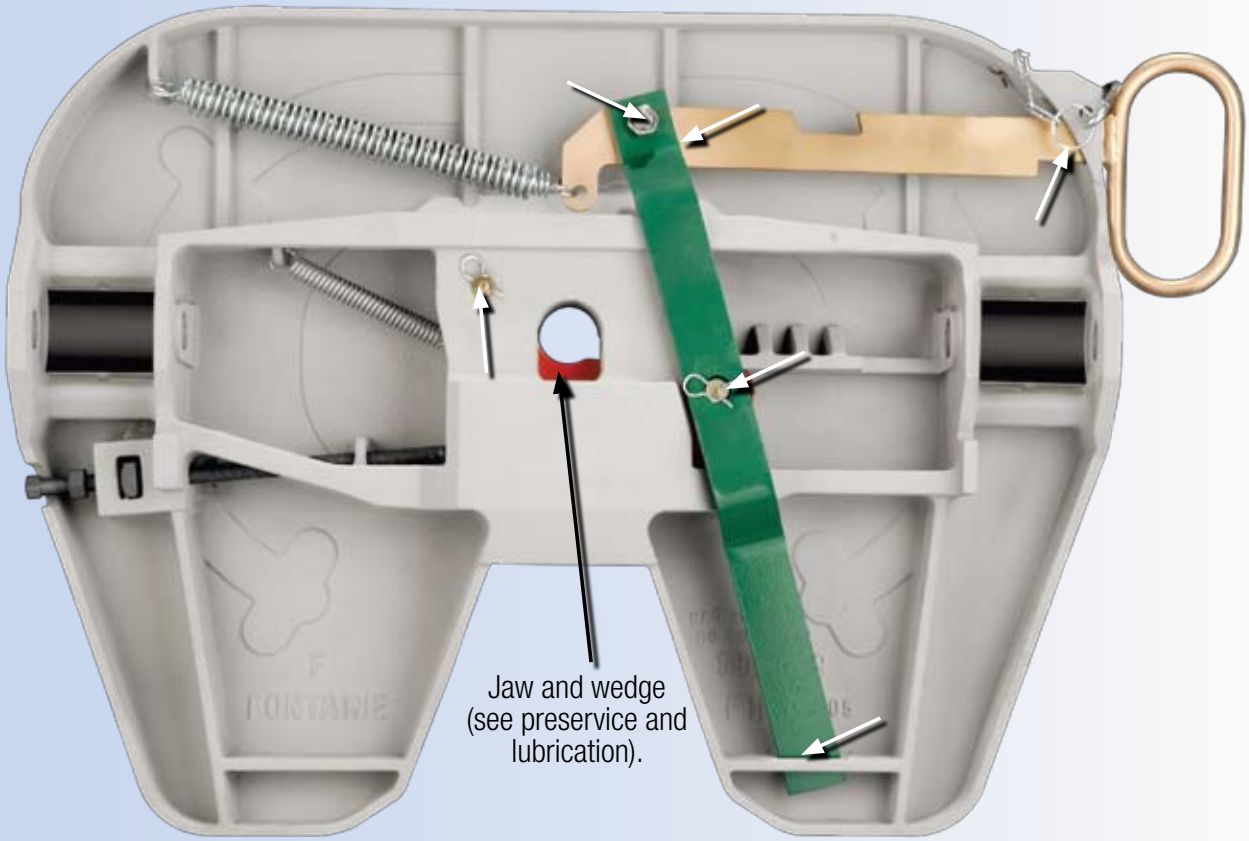


Figure F

Lubrication points: (3000)

Black arrows are lube points when the fifth wheel is on a mount. However, for proper maintenance it is recommended you clean it and re-grease the pivot points ... see white arrows.



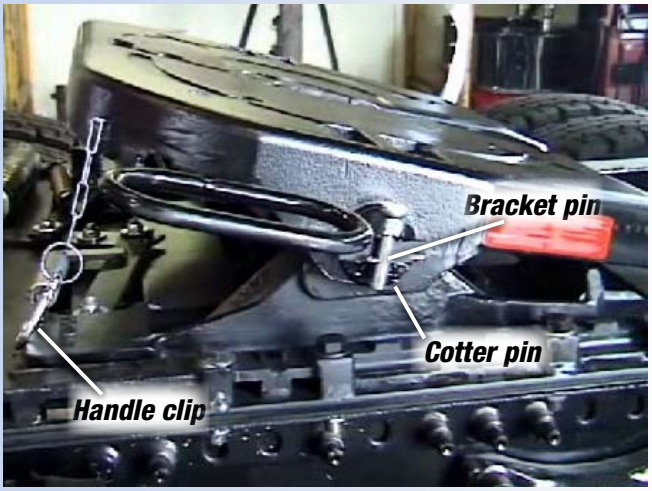
See *3000 preventive maintenance* video at www.fifthwheel.com ... Click on Videos button

This section covers the recommended steps for performing the 90 day / 30,000 mile PM inspection (lubrication Interval; 6 weeks / 15,000 miles) and includes visual inspection, function, adjustment and lubrication.

Remember to exercise extreme caution, follow all stated & customary safety procedures, and be sure to wear safety glasses.

Step 1. Visual inspection

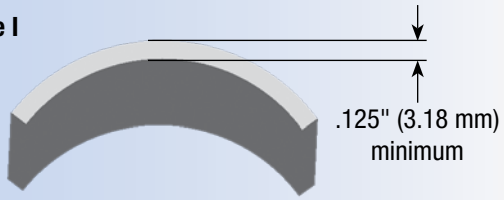
Using a suitable solvent, degrease the fifth wheel and mounting brackets every 90 days or 30,000 miles whichever comes first.



Be sure and inspect for:

1. Cracks in the fifth wheel assembly, mounting brackets, and mounting parts.
2. Wear and/or damage to moving parts.
3. Correct placement of the handle clip.
4. Loose nuts and bolts in the fifth wheel and in the mounting hardware.
5. Securely fastened and properly working springs.
6. Check to see if both bracket pins are in place and secured by retainer pins and cotter pins.
7. Replace liners that are broken or have worn excessively, or, if the thickness is less than .125" (3.18 mm) at the top of the liner. See Figure I. Replace liners every 300,000 miles.

Figure I



Additional inspections are recommended at every approx. 30,000 miles (50,000 km) or 6 months for trailer kingpin wear and for the fifth wheel locking jaw.

Note: if dimension "A" is less than 0.8" (20.25mm) replacement of the jaw and lockbar (wedge) is required. See Figure J.

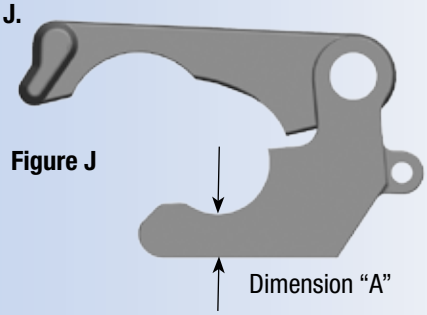


Figure J

Step 2: Function Inspection

Begin with the fifth wheel in the unlocked position. Pull handle to unlock fifth wheel if it is not open.

Insert a test kingpin, such as Fontaine Kingpin Tool MSC-712, to close the lock.

Make sure the jaw and wedge are engaged behind the kingpin and the pull handle is fully retracted.

Open and close the wheel again.

If the action is slow or sluggish, it may be due to a build up of old grease or a bent part causing binding (see trouble shooting section)

Lightly lubricate the pivot points on the mechanism with a spray lubricant.

Step 3: Adjustment

1. With the wheel in the closed position, loosen the adjuster lock nut and turn the adjuster stud counter clockwise (outward) until it is free from touching the end of the lockbar (wedge).
2. Insert a test kingpin or 2" (50.8mm) diameter shaft to ensure the locking mechanism is completely closed.
3. Turn the adjuster stud clockwise (inward) until it contacts the end of the lockbar (wedge). Now turn the adjuster stud clockwise (inward) an additional three complete revolutions. This will give the recommended .02" (0.525mm) running clearance. See Figure F.
4. Tighten the adjuster lock nut.

Improper adjustment can cause the mechanism to bind and/or wear prematurely.

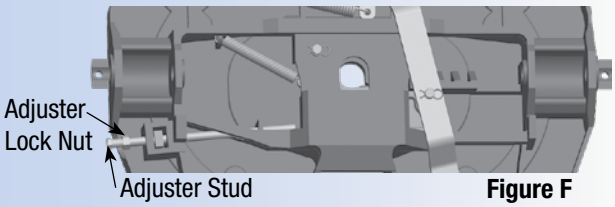


Figure F

Step 4: Lubrication

1. Inspect the trailer kingpin plate and top surface of the fifth wheel to make sure each is properly greased. A liberal coating of grease should be applied to the complete surfaces of both the trailer kingpin plate and the top surface of the fifth wheel. A paddle or brush will make this job easier.

   Do not use a lube plate (high-density polyethylene) on top of the fifth wheel or kingpin bolster plate in lieu of grease without prior approval by Fontaine. The additional thickness of this material can prevent the proper operation of the fifth wheel and can cause a dangerous condition.
2. Lubricate the fifth wheel lock prior to opening and closing. Referring to Figure E, grease the jaw and lockbar (wedge) on top and bottom. Separate the jaw and lockbar (wedge) with a large screwdriver and distribute the grease along the full length of the jaw and lockbar (wedge) mating surfaces. Open and close the fifth wheel several times to further distribute the grease. See Figure E.

   Lightly oil other moving parts in the fifth wheel with a spray lube (see page C:5 for lubrication points).
3. For sliding fifth wheels, lightly oil the slide locking mechanism. Operate the mechanism several times to ensure it is functioning properly further distribute the grease.

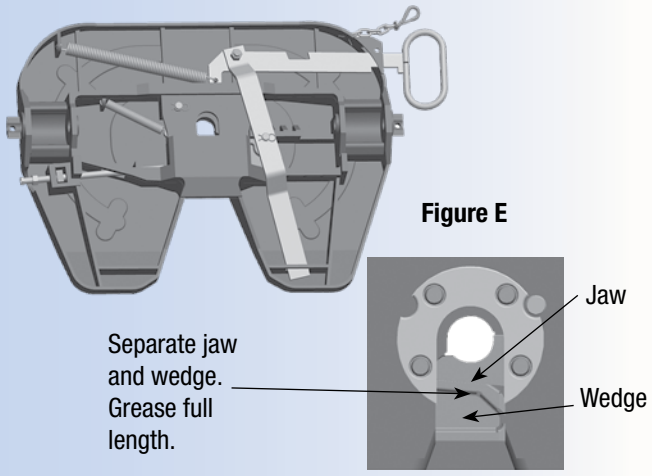


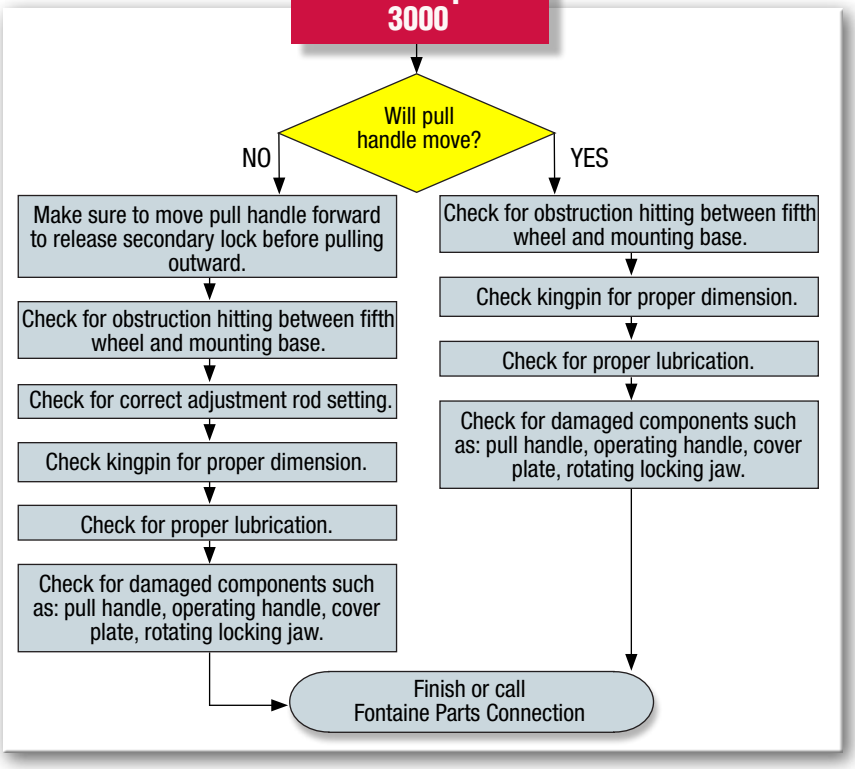
Figure E

Special precautions must be taken during cold weather to ensure that the Fontaine 3000 Series locking mechanism operates freely. Ice and sludge can build up and lubricants become thick and binding at low temperatures.

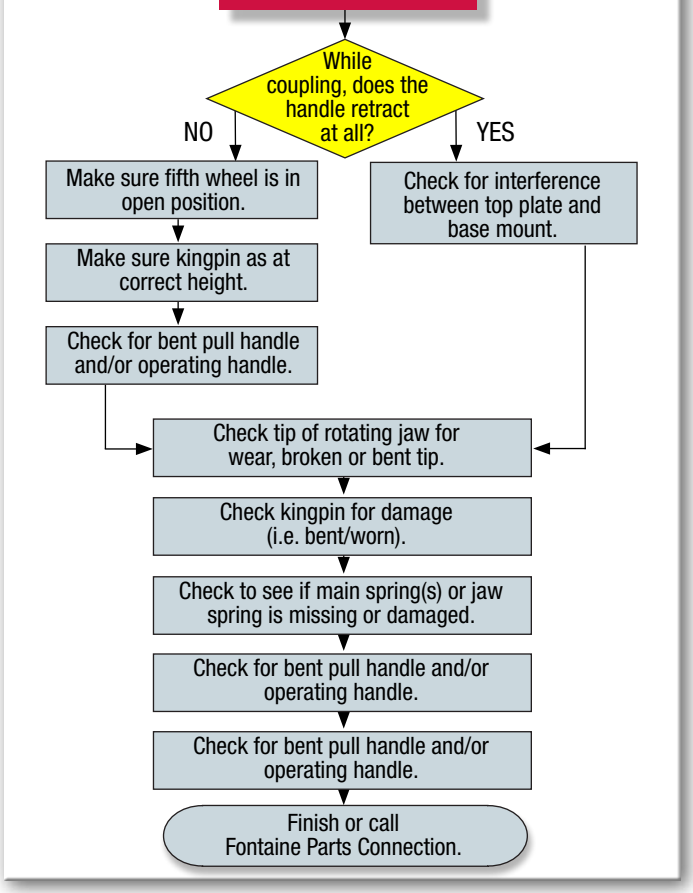
When the temperature drops below freezing, Fontaine recommends use of a cleaner or degreaser on the latching mechanism, making sure that the moving parts operate freely. This should be followed by an application of 90-weight oil to all moving parts. This procedure may also be necessary in operations where excessive road grime or grit is encountered.

Regular performance of routine 6 weeks/15,000 miles for lubrication and 90 days/30,000 miles for other PM procedures is recommended.

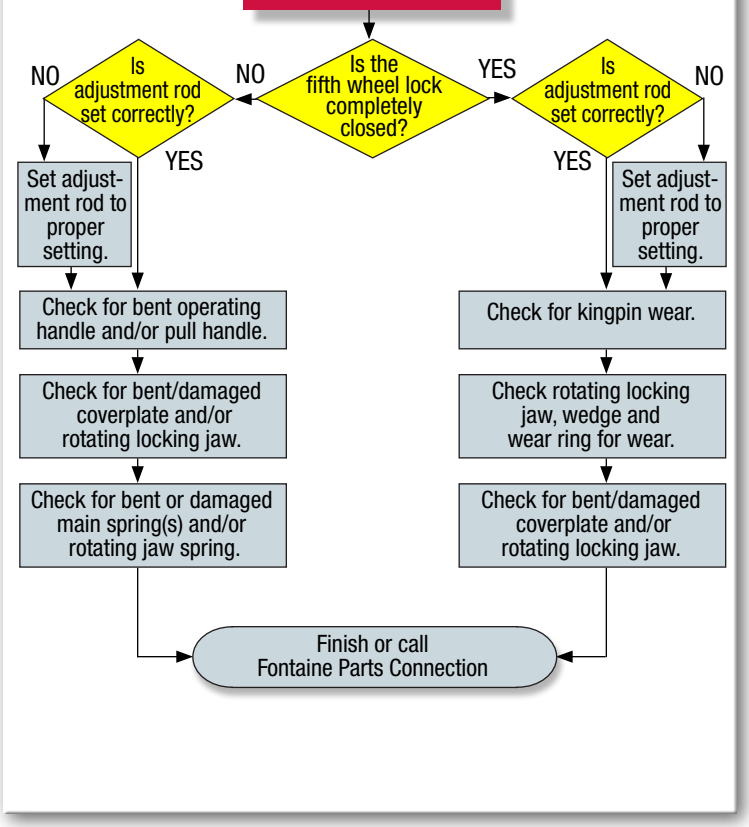
Hard to open 3000

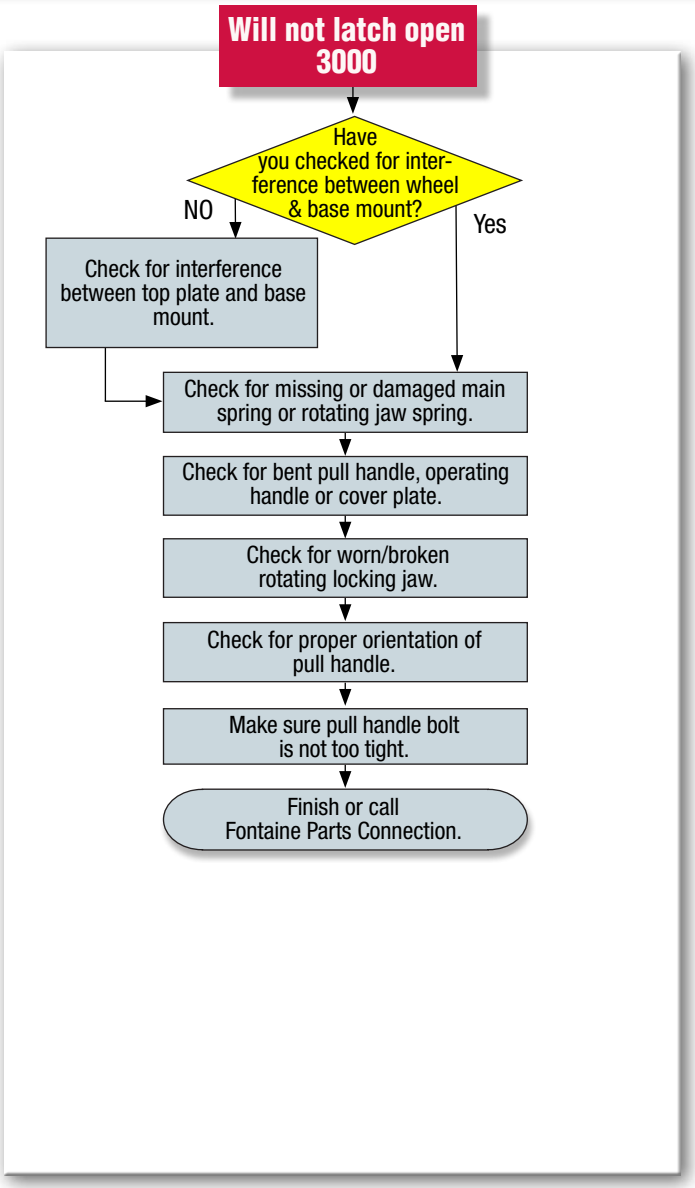

Will pull handle move?
NO
YES
Make sure to move pull handle forward to release secondary lock before pulling outward.
Check for obstruction hitting between fifth wheel and mounting base.
Check for correct adjustment rod setting.
Check kingpin for proper dimension.
Check for proper lubrication.
Check for damaged components such as: pull handle, operating handle, cover plate, rotating locking jaw.
Check for obstruction hitting between fifth wheel and mounting base.
Check kingpin for proper dimension.
Check for proper lubrication.
Check for damaged components such as: pull handle, operating handle, cover plate, rotating locking jaw.
Finish or call Fontaine Parts Connection

Hard to close 3000


While coupling, does the handle retract at all?
NO
YES
Make sure fifth wheel is in open position.
Make sure kingpin as at correct height.
Check for bent pull handle and/or operating handle.
Check for interference between top plate and base mount.
Check tip of rotating jaw for wear, broken or bent tip.
Check kingpin for damage (i.e. bent/worn).
Check to see if main spring(s) or jaw spring is missing or damaged.
Check for bent pull handle and/or operating handle.
Check for bent pull handle and/or operating handle.
Finish or call Fontaine Parts Connection.

Excessive slack 3000


Is the fifth wheel lock completely closed?
NO
YES
Is adjustment rod set correctly?
NO
YES
Set adjustment rod to proper setting.
Check for bent operating handle and/or pull handle.
Check for bent/damaged coverplate and/or rotating locking jaw.
Check for bent or damaged main spring(s) and/or rotating jaw spring.
Is adjustment rod set correctly?
NO
YES
Set adjustment rod to proper setting.
Check for kingpin wear.
Check rotating locking jaw, wedge and wear ring for wear.
Check for bent/damaged coverplate and/or rotating locking jaw.
Finish or call Fontaine Parts Connection


Will not latch open 3000
Have you checked for interference between wheel & base mount?
NO
Yes
Check for interference between top plate and base mount.
Check for missing or damaged main spring or rotating jaw spring.
Check for bent pull handle, operating handle or cover plate.
Check for worn/broken rotating locking jaw.
Check for proper orientation of pull handle.
Make sure pull handle bolt is not too tight.
Finish or call Fontaine Parts Connection.

See *Rebuild Procedures* video at www. fifthwheel.com ... Click on Videos button

Inspect fifth wheel for damage

Before rebuilding check to make sure that there are no cracks in the cross members or other components. Under no circumstances should a fifth wheel be repaired or used if any component (cross member, saddle bearing, etc.) is cracked. Also check for excessively worn areas.

Items needed for rebuild (follow rebuild instructions included in the KIT-RPR-3000L)

Remember to exercise extreme caution, follow all stated and customary safety procedures, and be sure to wear safety glasses.

Do not use pneumatic tools. Over-tightening may cause damage.

- 24mm wrench
- 19mm socket wrench
- Pliers
- Flat head screw driver
- Long pry bar
- Test kingpin MSC-712
- Kingpin gauge MSC-GAUGE
- Moly-based lubricant such as Mobilgrease XHP320 or equivalent
- Wear ring kit requires 8 mm hex wrench

Top plate rebuild kit

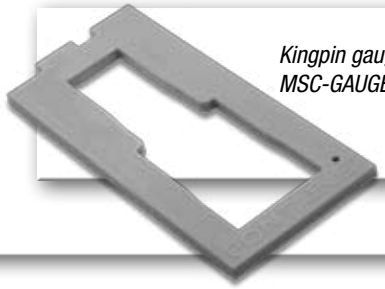
Rebuild kit for 3000 top plate KIT-RPR-3000L

After inspection you may need to optionally order other kits. See schematic on page C:12.

Special tools

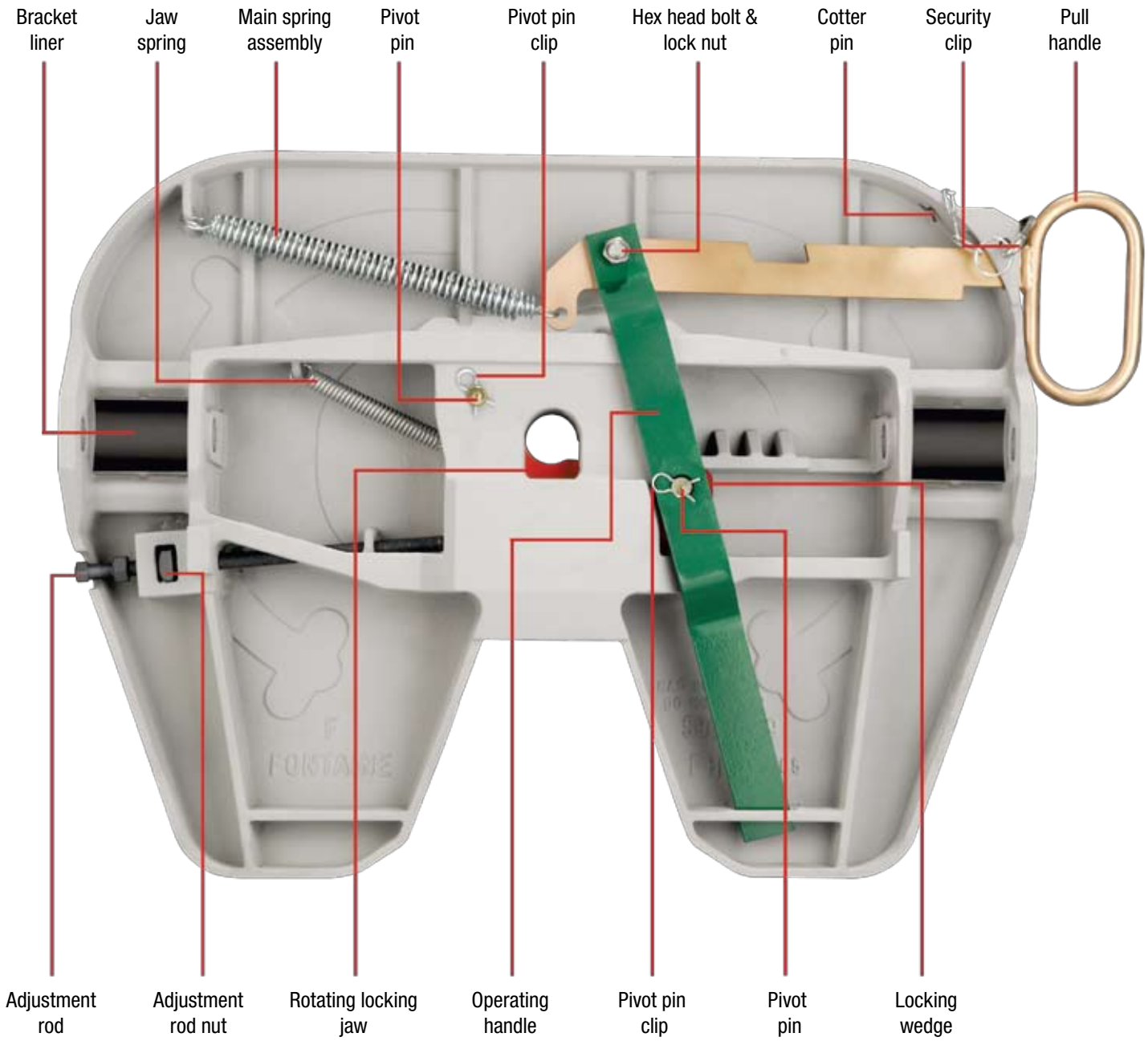
Fontaine offers special tools for your fifth wheel to help your repairs go fast and easy.

Test kingpin for all Fontaine fifth wheels MSC-712

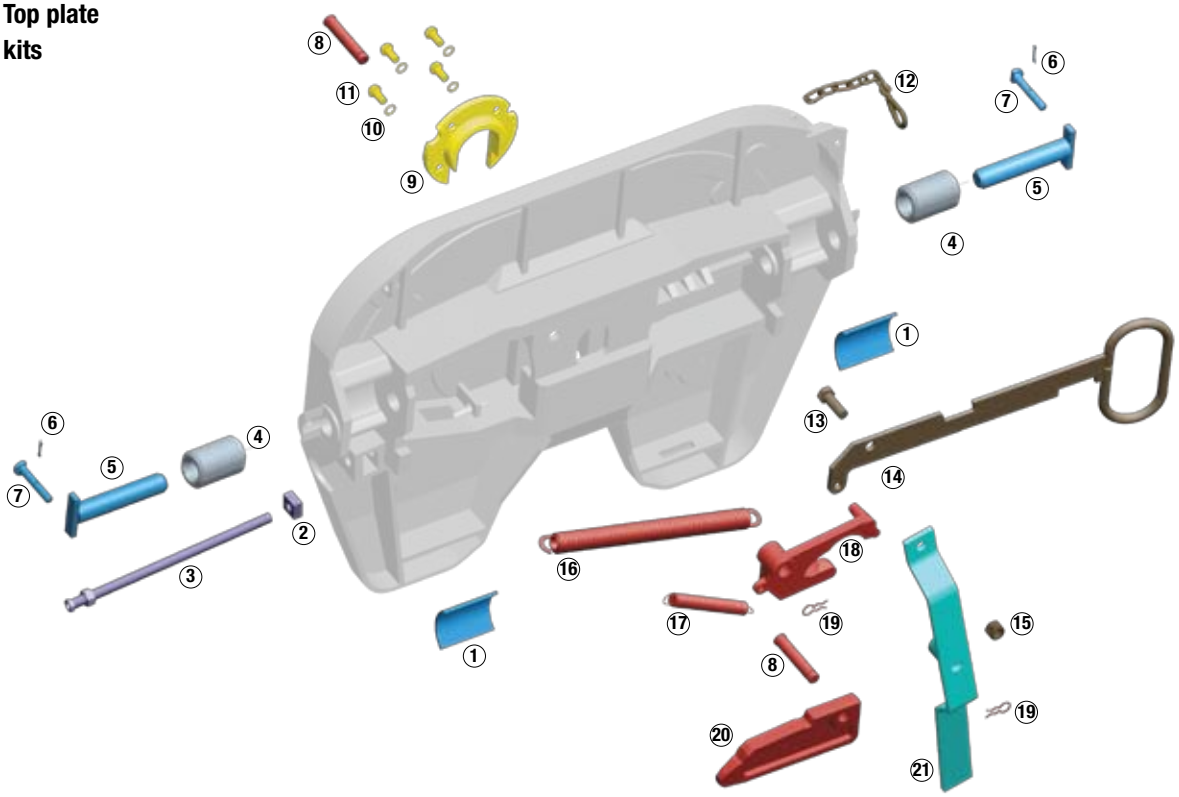


Kingpin gauge MSC-GAUGE

3000 Series part identification



Top plate kits



Rebuild kit (KIT-RPR-3000L)

Item	Description	Quantity
⑧	Pivot pin	2
⑲	Pivot pin clip	2
⑳	Locking wedge	1
⑱	Rotating locking jaw	1
⑰	Jaw spring	1
⑯	Main spring	1

Adjustment rod kit (KIT-ROD-3000)

Item	Description	Quantity
②	Adjustment rod nut	1
③	Adjustment rod	1

Pull handle kit (KIT-PUL-3000)

Item	Description	Quantity
⑫	Security clip	1
⑭	Pull handle	1
⑬	Hex head bolt, 16mm - 40	1
⑮	Lock nut	1

Bracket pin kit (KIT-PIN-3000)

Item	Description	Quantity
①	Bracket liners	2
④	1-piece bushing	2
⑤	Bracket pin	2
⑦	Bracket retainer pin	2
⑥	Cotter pin	2

Operating handle kit (KIT-OPR-3000L)

Item	Description	Quantity
㉑	Operating handle	1
⑬	Hex head bolt, 16mm - 40	1
⑮	Lock nut	1

Wear ring kit (KIT-RING-3000)

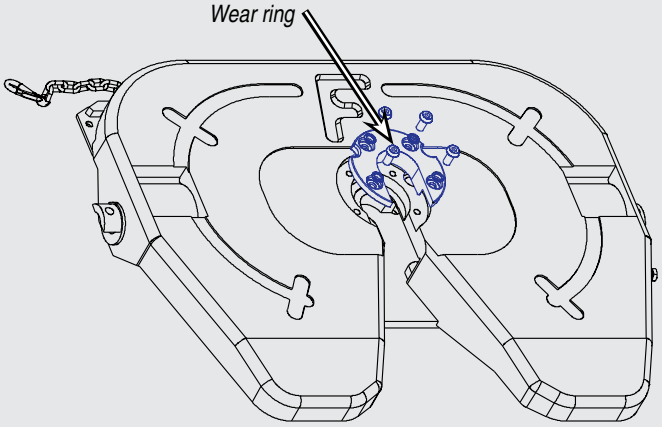
Item	Description	Quantity
⑨	Wear ring	1
⑩	Flat washer	4
⑪	Hex socket button head screw	4

Worn or damaged ring

Refer to exploded view of assembly on page C:12 to identify item numbers and parts

Inspect the wear ring for damage and deterioration. Over time, friction from the kingpin causes the wear ring to deteriorate. When the width of the wear ring (measured at the top of the ring from front to back) is less than 1.63 inches, it's time to replace it. Order repair kit part number KIT-RING-3000.

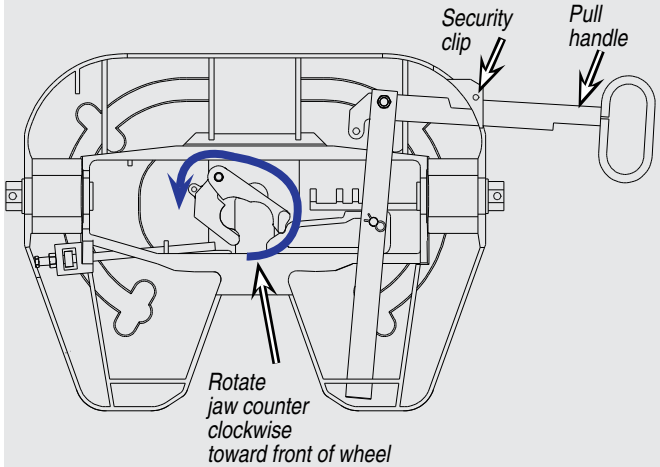
Disassembly: remove the wear ring (item 6) using an 8 mm hex tool.



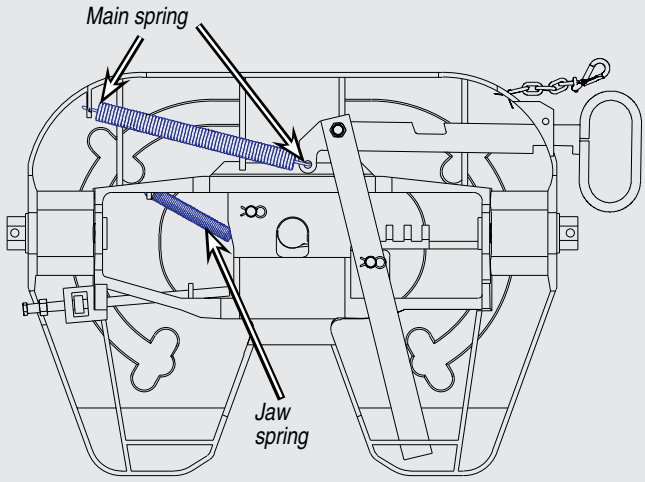
Assembly: insert the new wear ring, flat washers and hex socket button head screws (items 6, 7, & 8). (order KIT-RING-3000 and use the new hardware provided in kit). Torque all wear ring fasteners to 52Nm (38 ft lbs). Note: do not over tighten.

Dissassembly

1 Set the fifth wheel in the closed position. To do this rotate the jaw towards the front of the fifth wheel with a screw driver of adequate length to keep hands and fingers out of the throat of the wheel. This will partially close the wheel. Now pull out on the pull handle a small amount and complete the rotation of the jaw toward the front of the wheel. Allow the pull handle to go in slowly for the wheel to completely close.



2 Remove the jaw spring (page C:12 item 17). Now remove the main springs (page C:12 item 16) from the pull handle (two springs acting as one). Remove the outer spring first (large spring) from the spring clip; then the inner spring (small spring) from the spring clip.

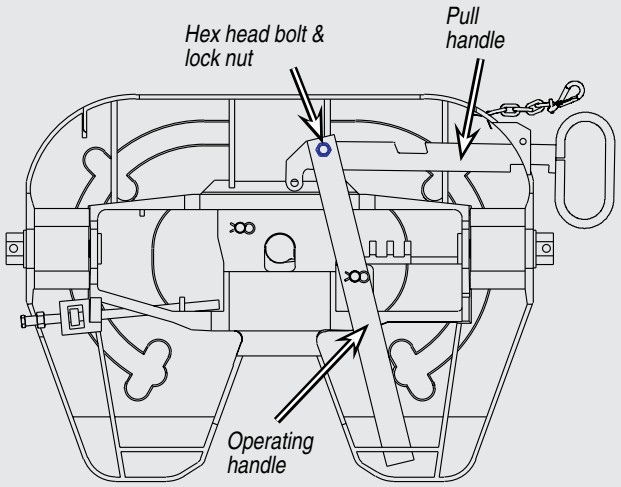


Caution: always wear safety glasses and do not stand directly over parts while disassembling or assembling wheel.

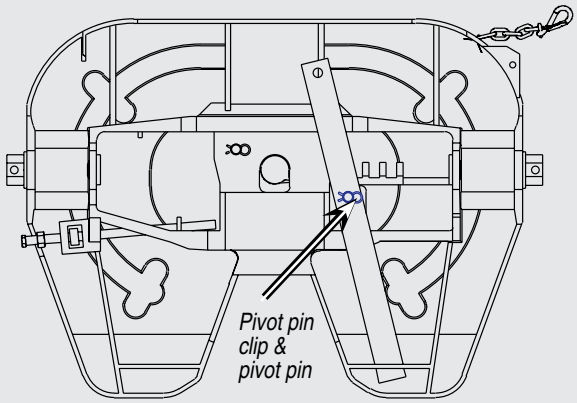
Dissassembly

Refer to exploded view of assembly on page C:12 to identify item numbers and parts

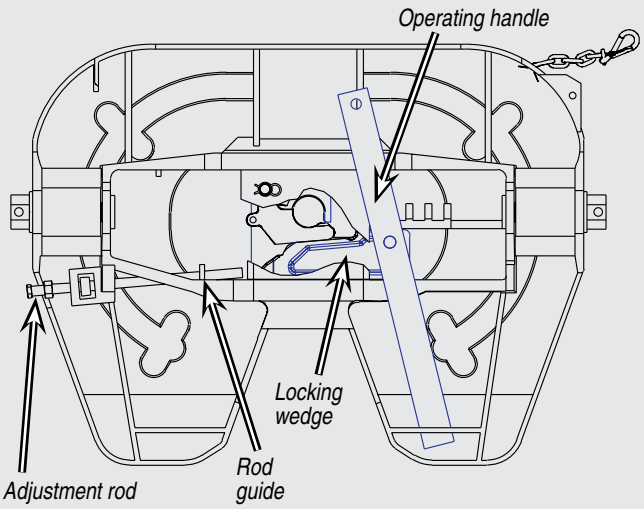
3 Remove the 16mm hex head bolt and lock nut (page C:12 items 13, 16) which secures the pull handle (item 14) to the operating handle (item 21). Remove the handle assembly.



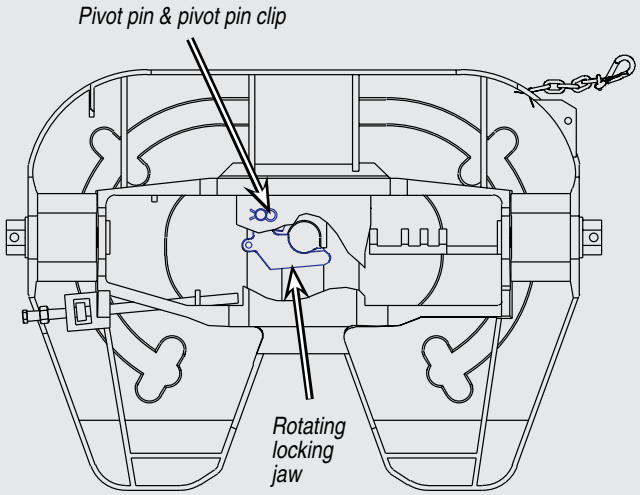
4 Remove pivot pin clips from pivot pin (items 19) which attaches the operating handle (item 21) to the locking wedge (item 20).



5 Remove the operating handle (item 21) and locking wedge (item 20) by pulling the operating handle to the open position. This will allow you to remove the operating handle from the wedge. Remove the wedge (item 20). Turn the adjustment rod (item 3) counter clockwise (outward) until it is even with the rod guide. This will eliminate interference when moving and installing the locking jaw.



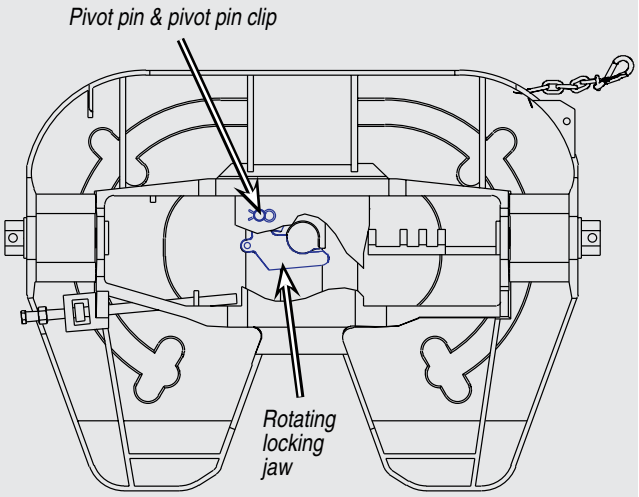
6 Remove the pivot pin clip from the pivot pin (item 19). Raise the top plate and remove the pivot pin (item 8) that secures the rotating locking jaw. Remove the rotating locking jaw.



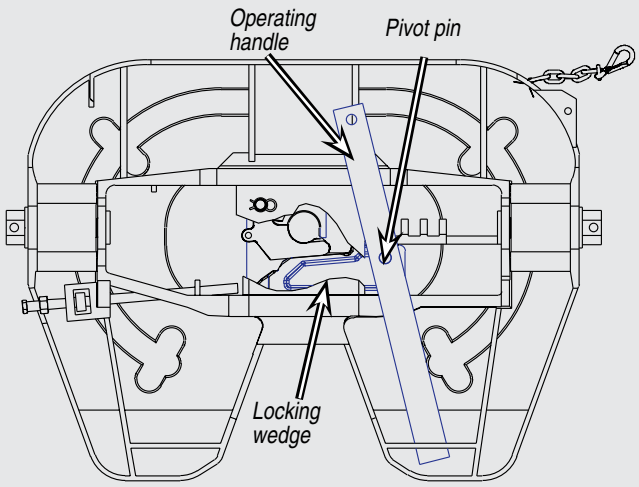
Assembly

Before rebuilding the assembly, check to make sure that there are no cracks in the cross members or other components. Also check bracket pin holes to ensure they are not worn oversize (pins should fit snugly). Refer to exploded view of assembly on page C:12 to identify item numbers and parts. Use part # KIT-RPR-3000L.

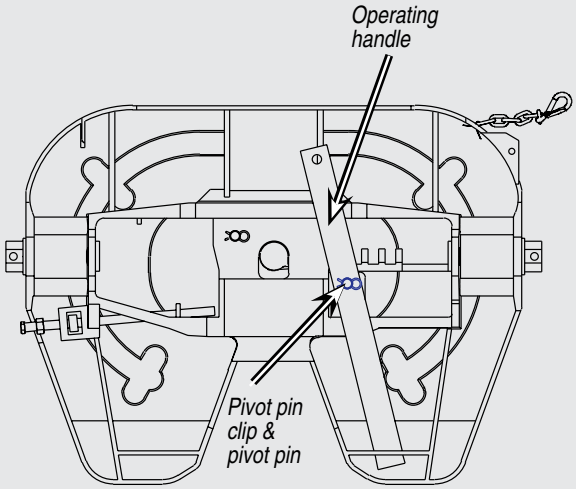
1 Insert the rotating locking jaw (item 18) after applying a light coat of grease. Note: insert the jaw so that the hole in the cover plate lines up with hole in the rotating jaw. Raise the fifth wheel and then insert the pivot pin (item 8) into the fifth wheel and then into the rotating jaw. Note: make sure the notched portion of the pivot pin is inserted in to the fifth wheel first. Secure the pivot pin in place with a new pivot pin clip (item 19).



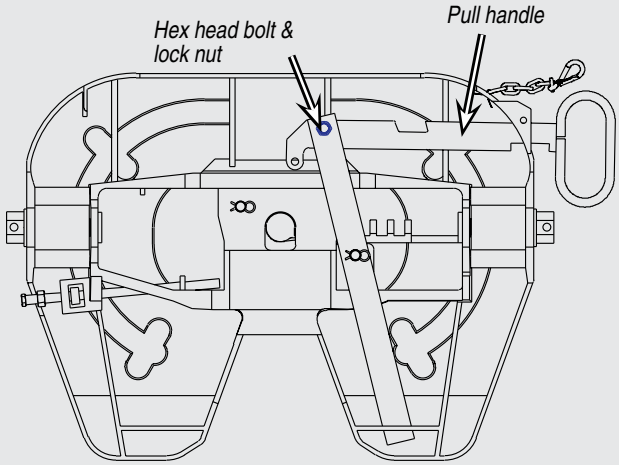
2 Insert the new pivot pin (item 8) into the locking wedge (item 20) after applying a light coat of grease. Insert the locking wedge into the wheel. Move the locking wedge in behind the rotating locking jaw (item 18). Now slide the locking wedge back toward the outside of the wheel. This will assist in installing the operating handle. Insert the end of the operating handle (item 21) into the slot at the bottom of the fifth wheel and over the locking wedge pivot pin. Rotate the operating handle towards the center of the fifth wheel. This will slide the locking wedge behind the locking jaw.



3 Attach the operating handle (item 21) to the locking wedge using a pivot pin clip (item 19) to secure the connection.



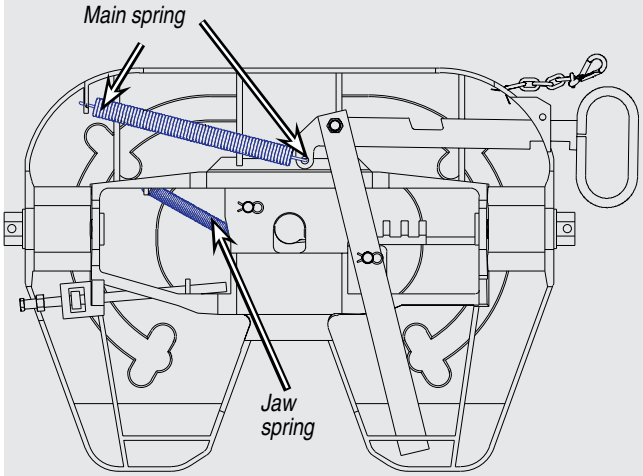
4 After applying a light coat of grease to the pivot points, insert the pull handle (item 14) into the top plate. Attach the operating handle (item 21) to the pull handle using new lock nut (item 15). Note the orientation of the bolt (item 13) – the thread should be facing up. Do not over tighten.



Assembly

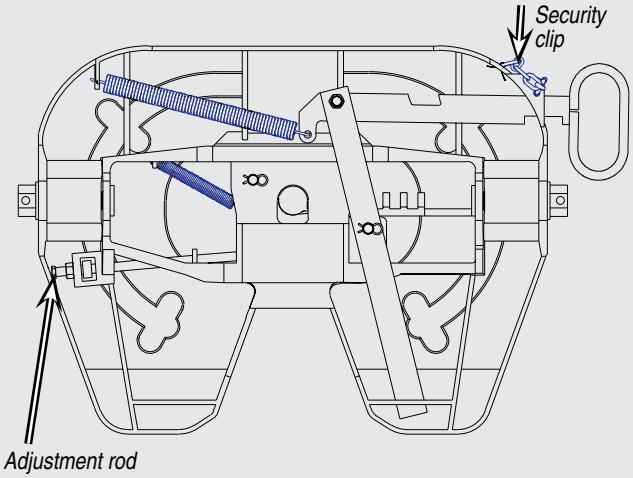
Before rebuilding the assembly, check to make sure that there are no cracks in the cross members or other components. Also check bracket pin holes to ensure they are not worn oversize (pins should fit snugly). Refer to exploded view of assembly on page C:12 to identify item numbers and parts.

5 Make sure the wheel is completely closed. Attach the jaw spring (item 19) to the rotating locking jaw. Now install the main springs (item 18) (two springs acting as one), to the pull handle (item 12). Install the inner spring first to the spring clip. Now install the outer spring to the spring clip.



6 Open the fifth wheel, insert a 2" kingpin and close the fifth wheel. Turn the adjustment rod (item 2) clockwise (inward) until it contacts the end of the locking wedge. Now turn the adjustment rod clockwise (inward) an additional 3 complete revolutions. This will give the recommended 0.525 mm (.02") running clearance. Tighten the adjustment rod jam nut (item 1). Wheel should operate freely and smoothly without binding or interference.

AFTER COUPLING TO A TRAILER OR 2" KINGPIN INSERT THE SECURITY CLIP.



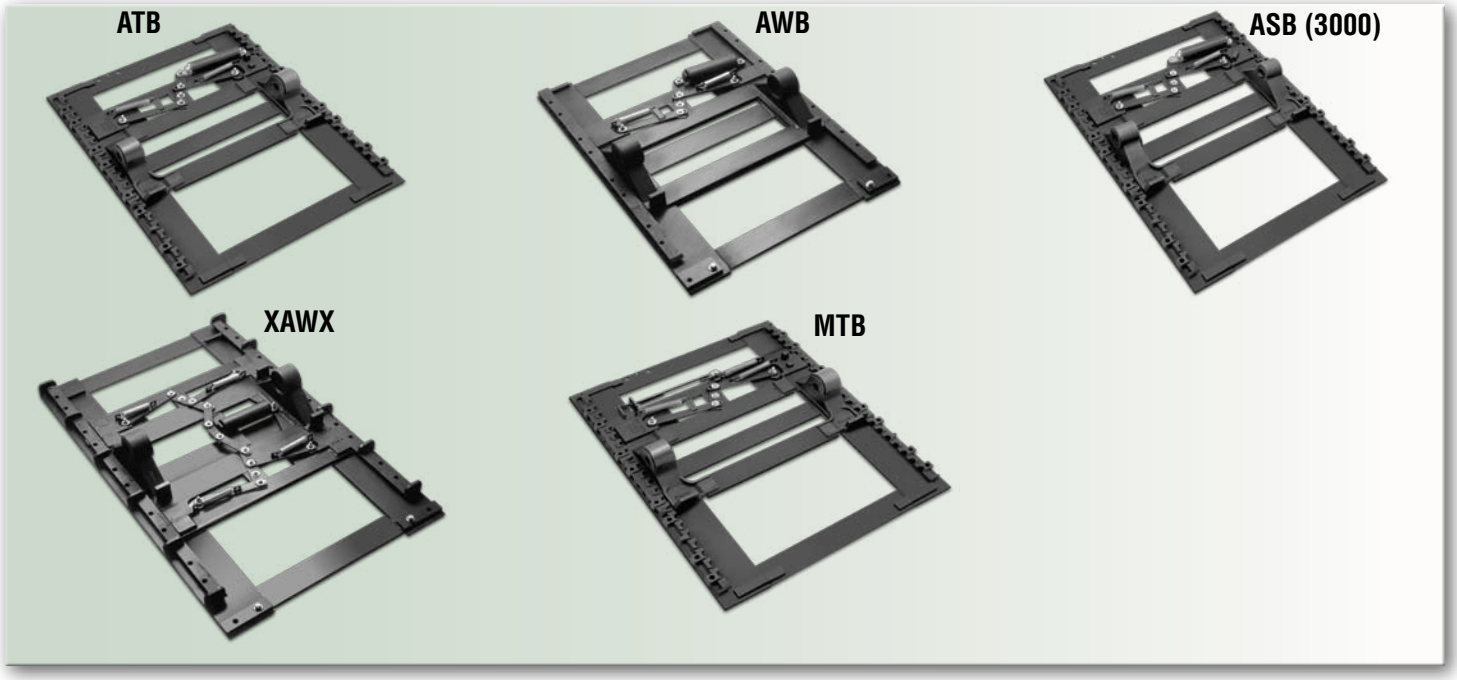
Under no circumstances should a fifth wheel be repaired or used if any component (cross member, saddle bearing, etc.) is cracked.

Mounting information

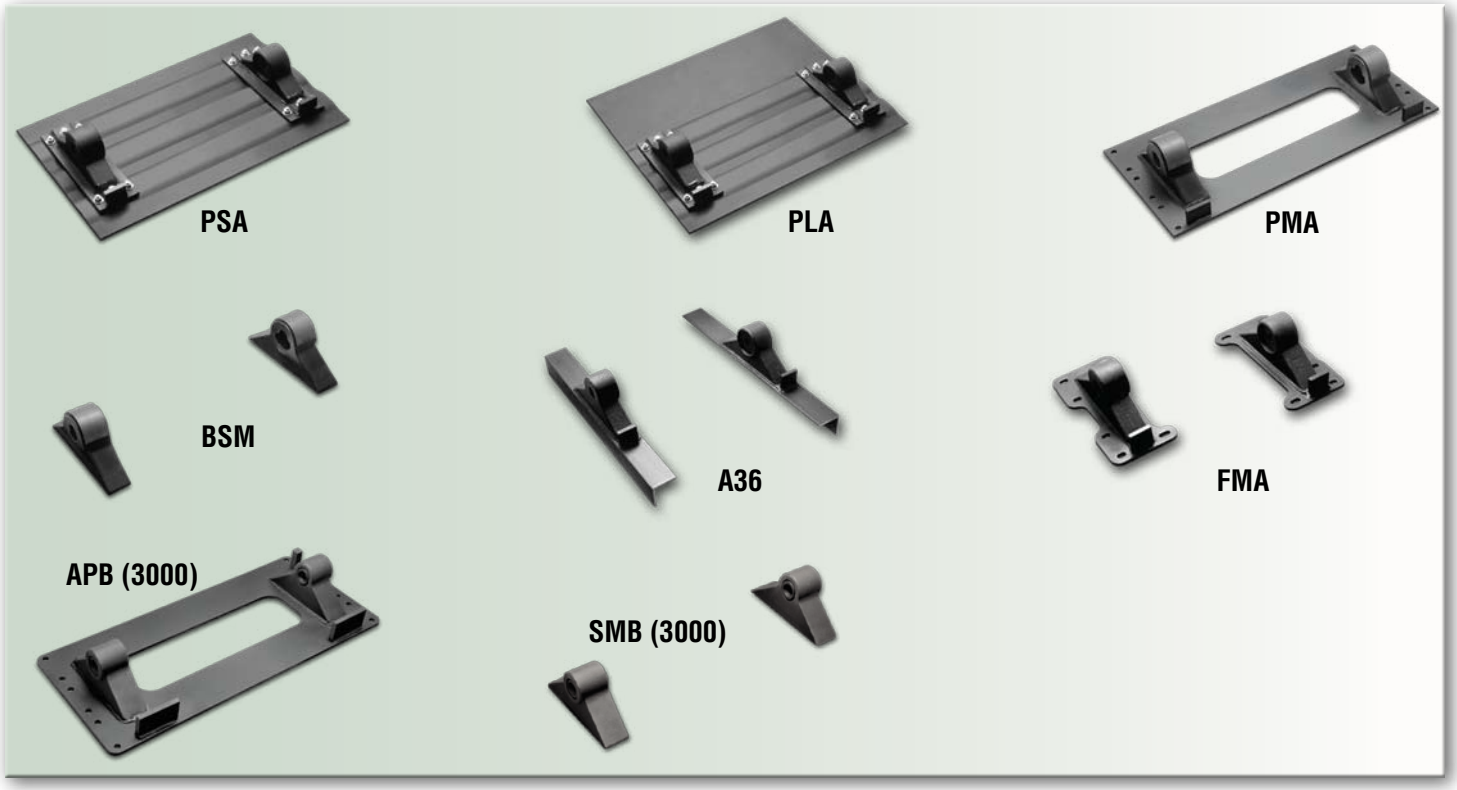
Contents

Identify your mount.....Sec D: 1
Bracket and rail parts ..... Sec D: 2-4
Troubleshooting .....Sec D: 5
Schematics..... Sec D: 6-19
Air cylinders.....Sec D: 20

Identify slides



Identify mounts and brackets



Sliding brackets

ATB air slide bracket for 6000, 7000, 7000CC series top plates

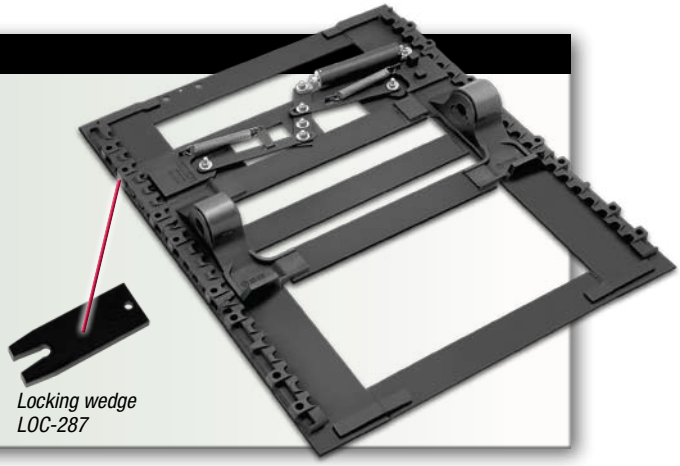
ATB brackets

Part number	Mounted height
BKTATB6PT	6-3/4"
BKTATB7PT	7-3/4"
BKTATB8PT	8-3/4"
BKTATB9PT	9-3/4"
BKTATB10PT	10-3/4"

Repair kits for ATB

Rebuild kit	KIT-ATB
Slide limit blocking kit	KIT-SLS-ATB
Air cylinder (CYL-5AWB is superseded to CYL-COMP)	CYL-COMP
Pins, bushings and bracket liners	KIT-PIN-LLB
Mounting bolt kit (up to 24" slide travel)	KIT-SLD-1824
Air installation kit	KIT-AIR
Mounting angles 3/8" 3"x 4" (up to 24" slide travel)	ANGP55B175
Mounting angles 3/8" 3"x 5" (up to 24" slide travel)	ANGP55C175
Mounting angles 3/8" 3"x 4" (36" slide travel)	ANGS67B175
Mounting angles 3/8" 3"x 4" (48" slide travel)	ANGS79B175

Note: The ATB is the current production sliding bracket . The ATB and AWB are not interchangeable. The ATB can be identified by the 2" slide increments and forked locking wedge. 3000 series top plates do not fit on ATB brackets.



Locking wedge LOC-287

AWB air slide bracket

AWB brackets

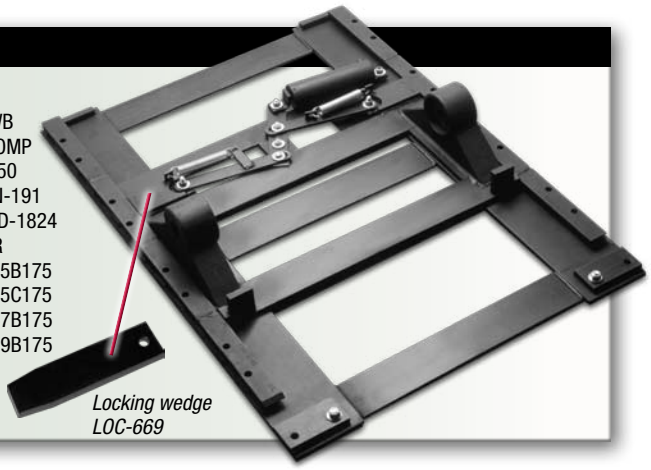
Part number	Mounted height
BKTAWB6PT	6-3/4"
BKTAWS6PT*	6-3/4"
BKTAWB7PT	7-3/4"
BKTAWB8PT	8-3/4"
BKTAWB9PT	9-3/4"
BKTAWB10PT	10-3/4"

*For use only with H5092 series top plate.

Repair kits for AWB

Rebuild kit	KIT-AWB
Air cylinder (CYL-5AWB is superseded to CYL-COMP)	CYL-COMP
Bushings	BSH-150
Pins and bushings	KIT-PIN-191
Mounting bolt kit (up to 24" slide travel)	KIT-SLD-1824
Air installation kit	KIT-AIR
Mounting angles 3/8" 3"x 4" (up to 24" slide travel)	ANGP55B175
Mounting angles 3/8" 3"x 5" (up to 24" slide travel)	ANGP55C175
Mounting angles 3/8" 3"x 4" (36" slide travel)	ANGS67B175
Mounting angles 3/8" 3"x 4" (48" slide travel)	ANGS79B175

Note: The AWB has been replaced by the ATB. The ATB and AWB are not interchangeable. The AWB can be identified by the 4" slide increments and single locking wedge. 3000 series top plates do not fit on AWB brackets.



Locking wedge LOC-669

ASB air slide bracket for 3000 series top plates

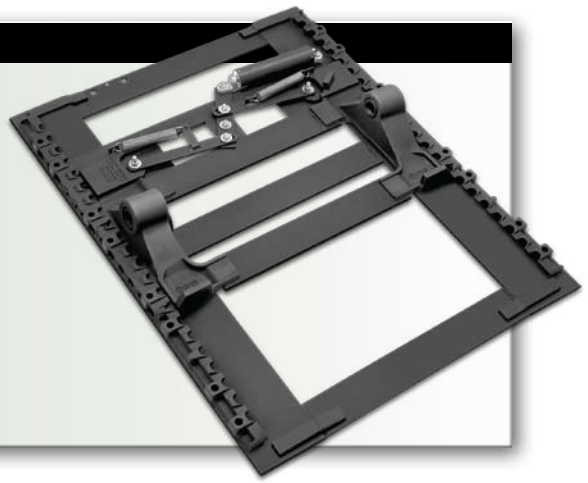
ASB brackets

Part number	Mounted height
BKTASB6PT	6-3/4"
BKTASB7PT	7-3/4"
BKTASB8PT	8-3/4"

Repair kits for ASB

Rebuild kit	KIT-ATB
Slide limit blocking kit	KIT-SLS-ATB
Air cylinder (CYL-5AWB is superseded to CYL-COMP)	CYL-COMP
Bushings	BSH-3000
Pins and bushings	KIT-PIN-3000
Mounting bolt kit (up to 24" slide travel)	KIT-SLD-1824
Air installation kit	KIT-AIR
Mounting angles 3/8" 3"x 4" (up to 24" slide travel)	ANGP55B175
Mounting angles 3/8" 3"x 5" (up to 24" slide travel)	ANGP55C175
Mounting angles 3/8" 3"x 4" (36" slide travel)	ANGS67B175
Mounting angles 3/8" 3"x 4" (48" slide travel)	ANGS79B175

Note: The ASB is designed for the 3000 series top plate and is not interchangeable with the ATB or the AWB. No-Slack® top plates are not compatible with ASB brackets.



Sliding brackets

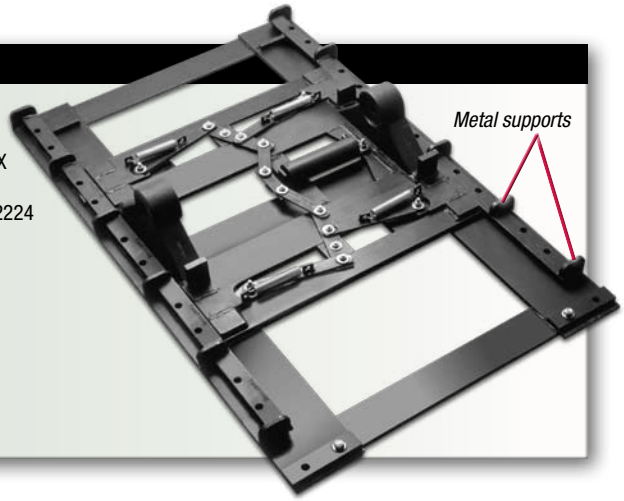
XAWX Xtra® heavy duty air slide for X5092 series top plates

XAWX brackets

Part number	Mounted height
BKTAWX9PT	9-3/4"
BKTAWX10PT	10-3/4"
BKTAWX11PT	11-3/4"

Repair kits for XAWX

Rebuild kit	KIT-XAWX
Air cylinder	CYL-XAWX
Bushings	BSH-150
Mounting bolt kit (up to 24" slide travel)	KIT-XLD-2224
Air installation kit	KIT-AIR



Note: The XAWX is not interchangeable with the ATB, AWB or ASB.
The XAWX can be identified by the 4" slide increments and four separate locking wedges.

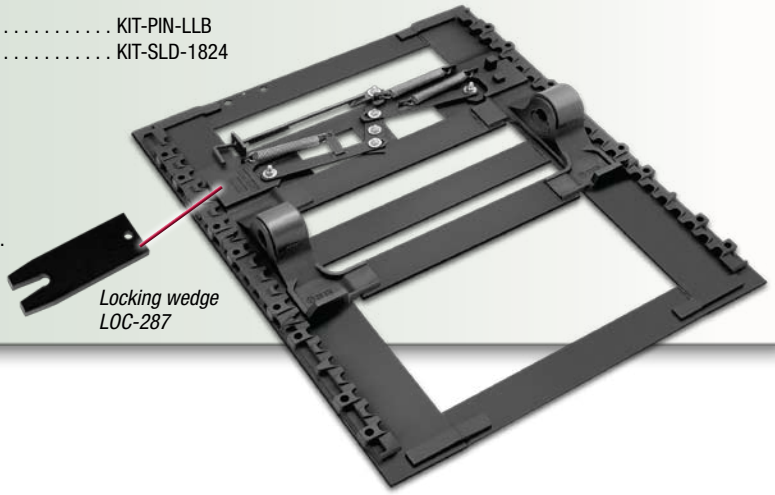
MTB manual slide bracket for 6000, 7000, 7000CC series top plates

MTB brackets

Part number	Mounted height
BKTMTB6PT	6-3/4"
BKTMTB7PT	7-3/4"
BKTMTB8PT	8-3/4"
BKTMTB9PT	9-3/4"
BKTMTB10PT	10-3/4"

Repair kits for MTB

Pins, bushings and bracket liners	KIT-PIN-LLB
Mounting bolt kit (up to 24" slide travel)	KIT-SLD-1824



Note: The MTB is not interchangeable with the AWB or ASB.
The MTB can be identified by the 2" slide increments and forked locking wedges.

Side rail parts

SLRTB side rails for ASB, ATB, MTB slide brackets

Part number	Slide travel	Length
SLRTB12	12"	39.63"
SLRTB16	16"	45.38"
SLRTB24	24"	51.63"
SLRTB36	36"	63.63"
SLRTB48	48"	75.63"
SLRTB60	12"	87.63"
SLRTB72	12"	99.63"

Note: The SLRTB slide rail can be identified by 2" slide increments and forked slide locking wedges. SLRTB slide rails are not interchangeable with AWB/MWS brackets.

SLRB slide rails for AWB, MWS slide brackets

Part number	Slide travel	Length
SLR12X	12"	54"
SLR24X	24"	66"
SLR36X	36"	78"
SLR48X	48"	90"

Note: The SLRB slide rail can be identified by 4" slide increments and tapered locking wedges. SLRB slide rails are not interchangeable with ASB/ATB brackets.

SLRX slide rails for XAWX slide bracket

Part number	Slide travel	Length
SLR12X	12"	54"
SLR24X	24"	66"
SLR36X	36"	78"
SLR48X	48"	90"

Note: The SLRX slide rail can be identified by 4" slide increments, tapered locking wedges and raised metal supports on the side rail.

Stationary brackets

PMA plate mount adjustable for 6000, 7000, 7000CC series top plates

PMA mounts

Part Number	Mounted height
ASYPMA6250	6-1/4"
ASYPMA7250	7-1/4"
ASYPMA8250	8-1/4"
ASYPMA9250	9-1/4"
ASYPMA10250	10-1/4"

Note: The PMA will not fit the SLTPL3000 top plate.

Repair kits for PMA

Pins, bushings and bracket liners . . . . . .KIT-PIN-LLB
Mounting bolt kit. . . . . .KIT-PMA

APB plate mount adjustable for 3000 series top plates

APB mounts

Part number	Mounted height
ASYAPB6250	6-1/4"
ASYAPB7250	7-1/4"
ASYAPB8250	8-1/4"

Note: The APB will only fit the SLTPL3000 top plate.

Repair kits for APB

Pins and bushings KIT-PIN-3000
Mounting bolt kit. . . . . .KIT-PMA

PSA plate mount fixed for 6000, 7000, 7000CC, H5092, X5092 series top plates*

Mounting plates

Part number
PLT5PSA
PLTXPSA (severe-duty*)

Note: To order, specify a mounting plate and mounting brackets. Both are required.

Mounting brackets

Part number	Mounted height
BKTPLT7125	7-1/4"
BKTPLT8125	8-1/4"
BKTPLT9125	9-1/4"
BKTPLT10125	10-1/4"
BKTPLT11125	11-1/4"

Repair kits for PSA

Bushings BSH-150
Pins and bushings KIT-PIN-191

* Use PLTXPSA for H5092 and X5092 top plates. Note: The SLTPL3000 will not fit the PSA or XPSA mount.

BSM stationary bracket mount for 6000, 7000, 7000CC series top plates

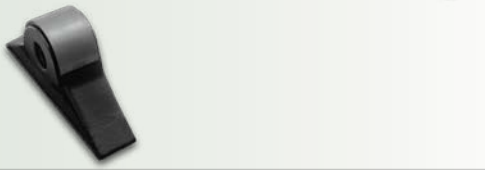
BSM mounts

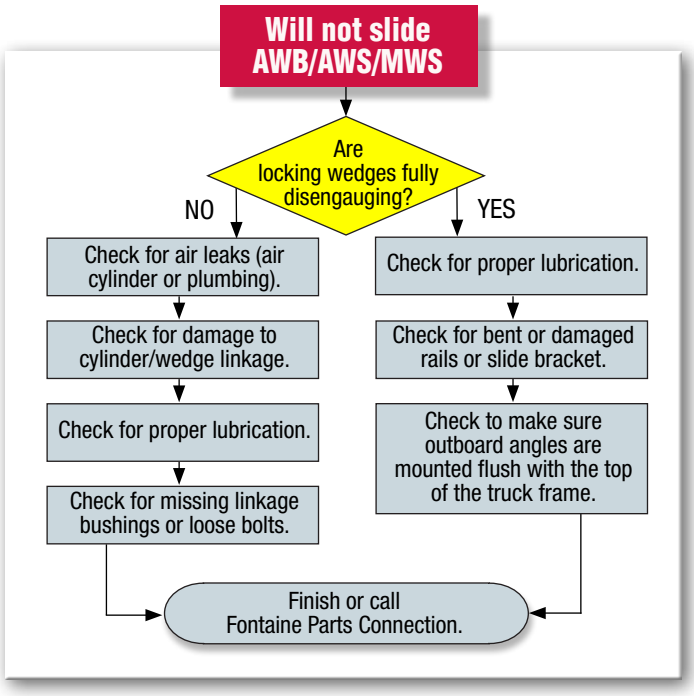
Part number	Mounted height
BKTWLD5875	5-7/8"
BKTWLD6875	6-7/8"
BKTWLD7875	7-7/8"
BKTWLD8875	8-7/8"
BKTWLD9875	9-7/8"

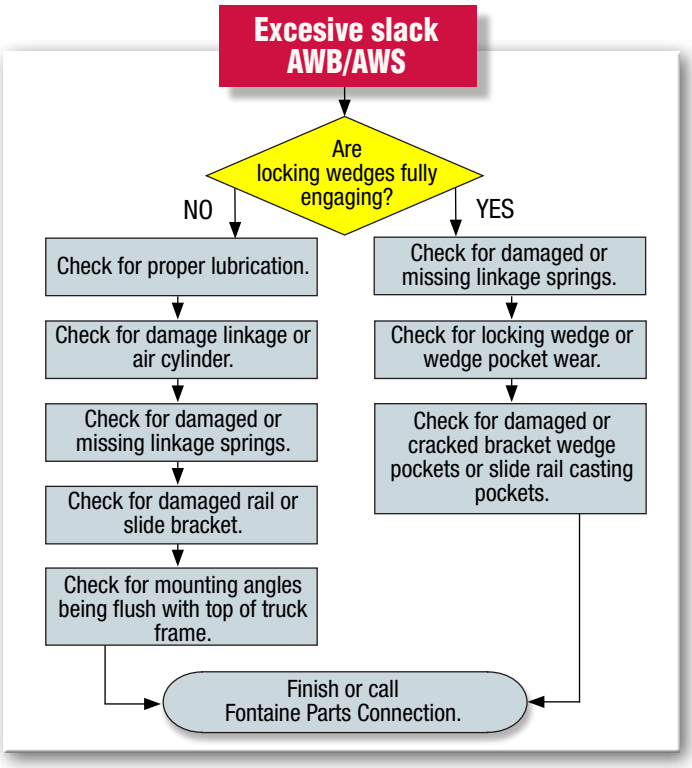
Note: The SLTPL3000 will not fit the BSM mount.

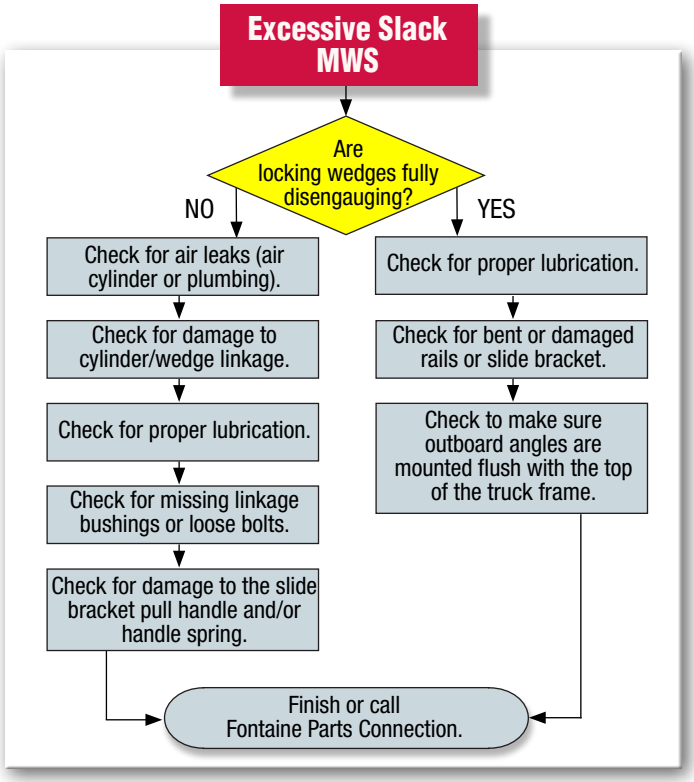
Repair kits for BSM

Pins, bushings and bracket liners . . . . . .KIT-PIN-LLB




Will not slide
AWB/AWS/MWS
Are locking wedges fully disengauging?
NO
YES
Check for air leaks (air cylinder or plumbing).
Check for damage to cylinder/wedge linkage.
Check for proper lubrication.
Check for missing linkage bushings or loose bolts.
Check for proper lubrication.
Check for bent or damaged rails or slide bracket.
Check to make sure outboard angles are mounted flush with the top of the truck frame.
Finish or call Fontaine Parts Connection.


Excesive slack
AWB/AWS
Are locking wedges fully engaging?
NO
YES
Check for proper lubrication.
Check for damage linkage or air cylinder.
Check for damaged or missing linkage springs.
Check for damaged rail or slide bracket.
Check for mounting angles being flush with top of truck frame.
Check for damaged or missing linkage springs.
Check for locking wedge or wedge pocket wear.
Check for damaged or cracked bracket wedge pockets or slide rail casting pockets.
Finish or call Fontaine Parts Connection.


Excessive Slack
MWS
Are locking wedges fully disengauging?
NO
YES
Check for air leaks (air cylinder or plumbing).
Check for damage to cylinder/wedge linkage.
Check for proper lubrication.
Check for missing linkage bushings or loose bolts.
Check for damage to the slide bracket pull handle and/or handle spring.
Check for proper lubrication.
Check for bent or damaged rails or slide bracket.
Check to make sure outboard angles are mounted flush with the top of the truck frame.
Finish or call Fontaine Parts Connection.

FONTAINE PARTS CONNECTION

ASYATB824 (8-3/4" height, 24" travel shown)

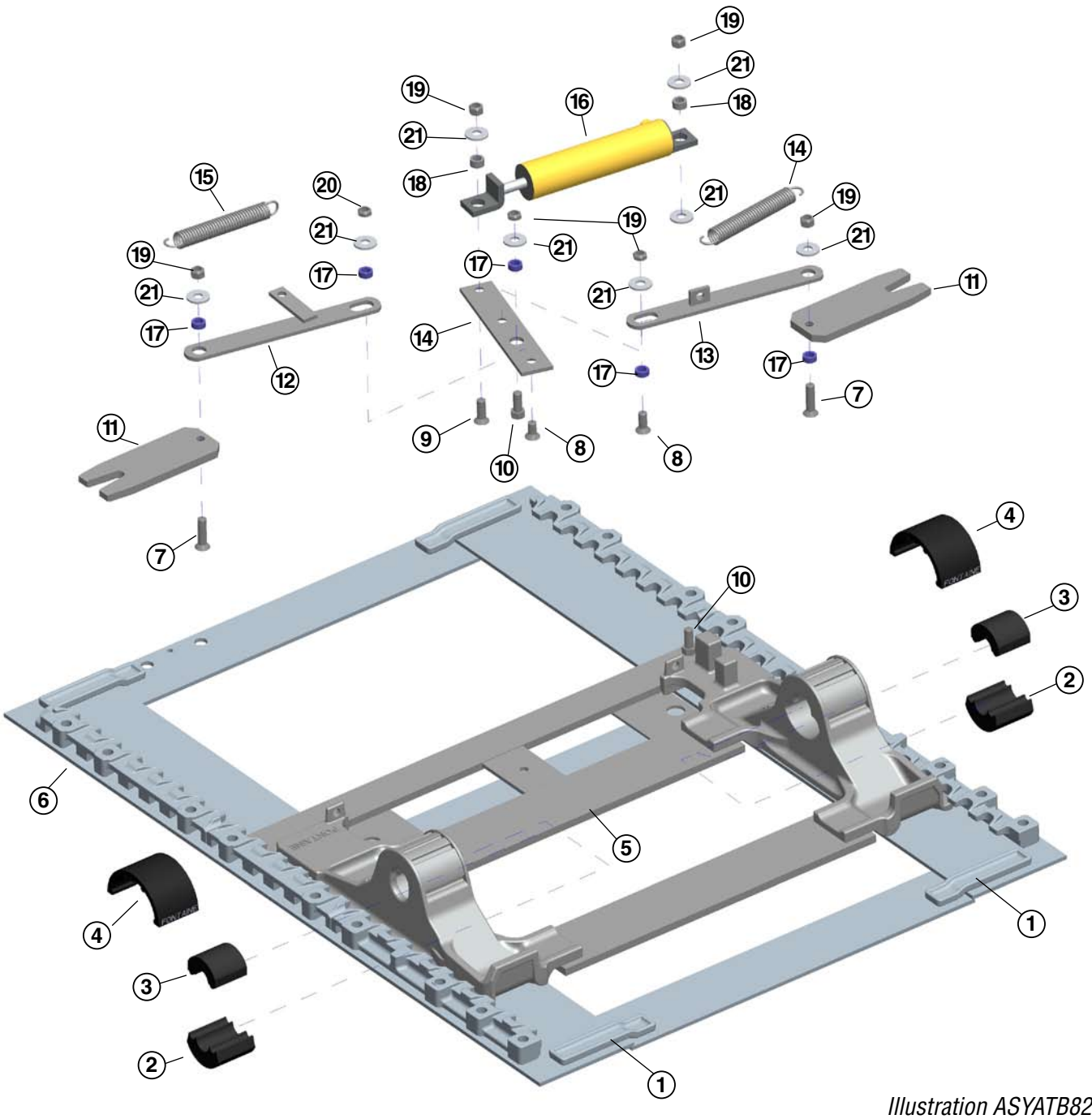


Illustration ASYATB824

ATB air slide bracket and rails parts list

Item No.	Description	Part number	Quantity
1	Rear slide stop	MSC-291	2
2	Lower bracket bushing (pr.)	BSH-109-L	1
3	Upper bracket bushing (pr.)	BSH-108-U	1
4	Bracket liners	LNR-BKT-107*	2
5	Slide bracket	See slide bracket chart	1
6	Slide rail	See slide rail chart	1
7	Flat head socket, 1/2" -13 x 2", grade 5	BLT-301-5	2
8	Flat head socket, 1/2" -13 x 1", grade 5	BLT-301-2	2
9	Flat head socket, 1/2" -13 x 1-1/2", grade 5	BLT-301-3	1
10	Hex head bolt, 1/2" -13 x 1", grade 5	BLT-302-12	2
11	Locking wedge (pr.)	LOC-287	1
12	Locking wedge release bar	LOC-683	1
13	Locking wedge release bar	LOC-664	1
14	Latching lever	LEV-686	1
15	Locking member spring	SPR-632	2
16	Air cylinder	CYL-COMP	1
17	Bushing, 5/16"	BSH-629	5
18	Bushing, 7/16"	BSH-115	2
19	Hex lock nut, 1/2" -13, grade "c"	NUT-303-9	4
20	Hex jam nut, 1/2" -13, grade "b"	NUT-303-6	3
21	Flat washer, 1/2" I.D., 1-3/8" O.D., plain	WSH-304-4	8

Air slide brackets – ATB

Part No.	Mounted height
BKTATB6PT	6-3/4"
BKTATB7PT	7-3/4"
BKTATB8PT	8-3/4"
BKTATB9PT	9-3/4"
BKTATB10PT	10-3/4"

Note: Slide brackets include item numbers 2-5, and 7 through 21.

Slide rails – ATB

Part No.	Slide travel	Length
SLRTB12	12"	42"
SLRTB16	16"	46"
SLRTB24	24"	54"
SLRTB36	36"	66"
SLRTB48	48"	78"

Note: Slide rails include item numbers 1 and 6.

Bolt kits

Description	Quantity
KIT-SLD-1412	
(12" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	12
NUT-303-3	14
WSH-304-7	28
KIT-SLD-1824	
(24" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	16
NUT-303-3	18
WSH-304-7	36

Description	Quantity
KIT-SLD-2236	
(36" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	20
NUT-303-3	22
WSH-304-7	44
KIT-SLD-2648	
(48" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	24
NUT-303-3	26
WSH-304-7	52

**Note: For heavy duty applications use bracket liner part number LNR-BKT-171.*

Rebuild kit

Item No.	Description	Quantity
KIT-ATB		
Complete rebuild kit		
7	BLT-301-5	2
8	BLT-301-2	1
9	BLT-301-3	1
10	BLT-302-12	1
11	LOC-287	2
12	LOC-683	1
13	LOC-664	1
14	LEV-686	1
15	SPR-632	2
16	CYL-COMP	1
17	BSH-629	5
18	NUT-303-9	4
19	NUT-303-6	3
20	WSH-304-4	6

ASYMTB824 (8-3/4" height, 24" travel shown)

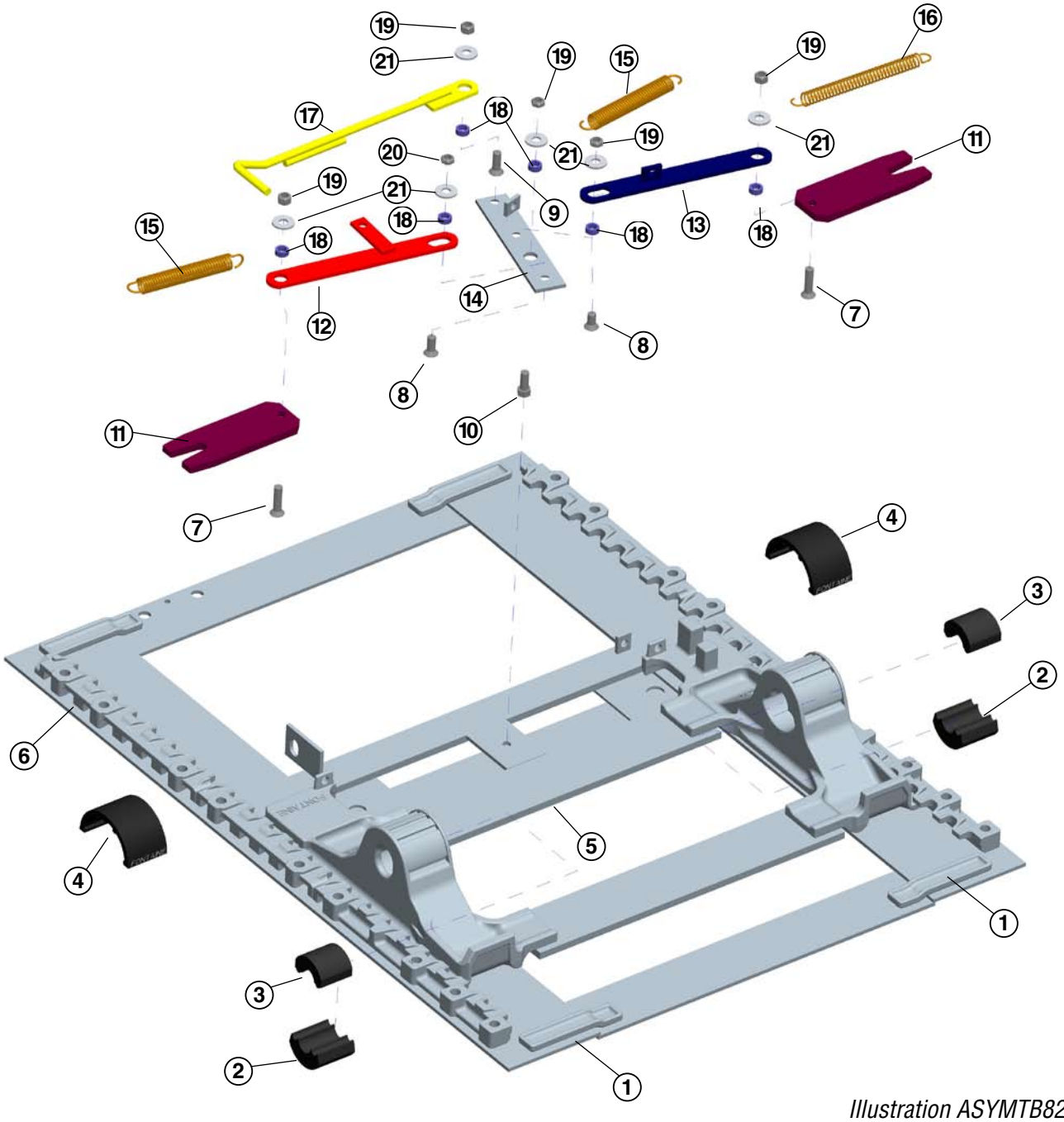


Illustration ASYMTB824

MTB manual slide bracket and rails parts schematic

Item No.	Description	Part number	Quantity
1	Rear slide stop	MSC-291	2
2	Lower bracket bushing (pr.)	BSH-109-L	1
3	Upper bracket bushing (pr.)	BSH-108-U	1
4	Bracket liners	LNR-BKT-107	2
5	Slide bracket	See slide bracket chart	1
6	Slide rail	See slide rail chart	1
7	Flat head socket, 1/2" -13 x 2", grade 5	BLT-301-5	2
8	Flat head socket, 1/2" -13 x 1", grade 5	BLT-301-2	2
9	Flat head socket, 1/2" -13 x 1-1/2", grade 5	BLT-301-3	1
10	Hex head bolt, 1/2" -13 x 1", grade 5	BLT-302-12	1
11	Locking wedge (pr.)	LOC-287	1
12	Locking wedge release bar	LOC-683	1
13	Locking wedge release bar	LOC-664	1
14	Latching lever	LEV-686	1
15	Locking member spring	SPR-632	2
16	Latching lever spring	SPR-233	1
17	Pull handle	PUL-5MWS	1
18	Bushing, 5/16"	BSH-629	5
19	Hex lock nut, 1/2" -13, grade "c"	NUT-303-9	4
20	Hex jam nut, 1/2" -13, grade "b"	NUT-303-6	3
21	Flat washer, 1/2" I.D., 1-3/8" O.D., plain	WSH-304-4	8

Slide brackets – MTB

Part No.	Mounted height
BKTMTB6PT	6-3/4"
BKTMTB7PT	7-3/4"
BKTMTB8PT	8-3/4"
BKTMTB9PT	9-3/4"
BKTMTB10PT	10-3/4"

Note: Slide brackets include item numbers 2-5, and 7 through 21.

Slide rails – MTB

Part No.	Slide travel	Length
SLRTB12	12"	42"
SLRTB16	16"	46"
SLRTB24	24"	54"
SLRTB36	36"	66"
SLRTB48	48"	78"

Note: Slide rails include item numbers 1 and 6.

Bolt kits

Description	Quantity
KIT-SLD-1412	
(12" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	12
NUT-303-3	14
WSH-304-7	28
KIT-SLD-1824	
(24" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	16
NUT-303-3	18
WSH-304-7	36

Description	Quantity
KIT-SLD-2236	
(36" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	20
NUT-303-3	22
WSH-304-7	44
KIT-SLD-2648	
(48" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	24
NUT-303-3	26
WSH-304-7	52

FONTAINE PARTS CONNECTION

ASYASB824 (8-3/4" height, 24" travel shown)

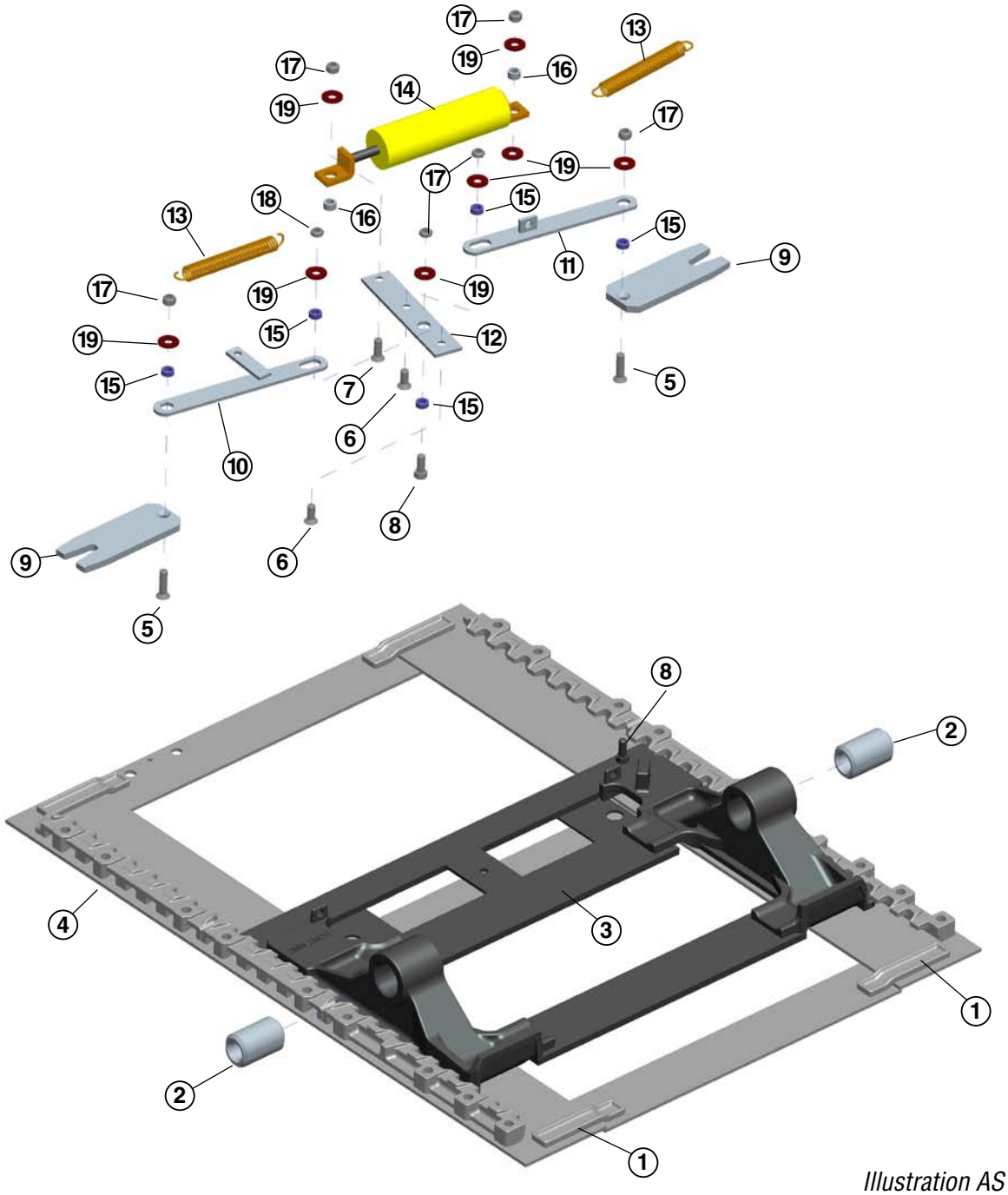


Illustration ASYASB824

ASB air slide bracket and rails parts schematic

Item No.	Description	Part number	Quantity
1	Rear slide stop	MSC-291	2
2	Bracket bushing (pr.)	BSH-3000	1
3	Slide bracket	See slide bracket chart	1
4	Slide rail	See slide rail chart	1
5	Flat head socket, 1/2" -13 x 2", grade 5	BLT-301-5	2
6	Flat head socket, 1/2" -13 x 1", grade 5	BLT-301-2	2
7	Flat head socket, 1/2" -13 x 1-1/2", grade 5	BLT-301-3	1
8	Hex head bolt, 1/2" -13 x 1", grade 5	BLT-302-12	2
9	Locking wedge (pr.)	LOC-287	1
10	Locking wedge release bar	LOC-683	1
11	Locking wedge release bar	LOC-664	1
12	Latching lever	LEV-686	1
13	Locking member spring	SPR-632	2
14	Air cylinder	CYL-COMP	1
15	Bushing, 5/16"	BSH-629	5
16	Bushing, 7/16"	BSH-115	2
17	Hex lock nut, 1/2" -13, grade "c"	NUT-303-9	4
18	Hex jam nut, 1/2" -13, grade "b"	NUT-303-6	3
19	Flat washer, 1/2" I.D., 1-3/8" O.D., plain	wSH-304-4	8

Air slide brackets – ASB

Part No.	Mounted height
BKTASB6PT	6-3/4"
BKTASB7PT	7-3/4"
BKTASB8PT	8-3/4"

Note: Slide brackets include item numbers 2, 3, and 5 through 19.

Slide rails – ASB

Part No.	Slide travel	Length
SLRTB12	12"	42"
SLRTB16	16"	46"
SLRTB24	24"	54"
SLRTB36	36"	66"

Note: Slide rails include item numbers 1 and 4.

Bolt kits

Description	Quantity
KIT-SLD-1412	
(12" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	12
NUT-303-3	14
WSH-304-7	28
KIT-SLD-1824	
(24" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	16
NUT-303-3	18
WSH-304-7	36

Description	Quantity
KIT-SLD-2236	
(36" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	20
NUT-303-3	22
WSH-304-7	44

ASYAWB824 (8-3/4" height, 24" travel shown)

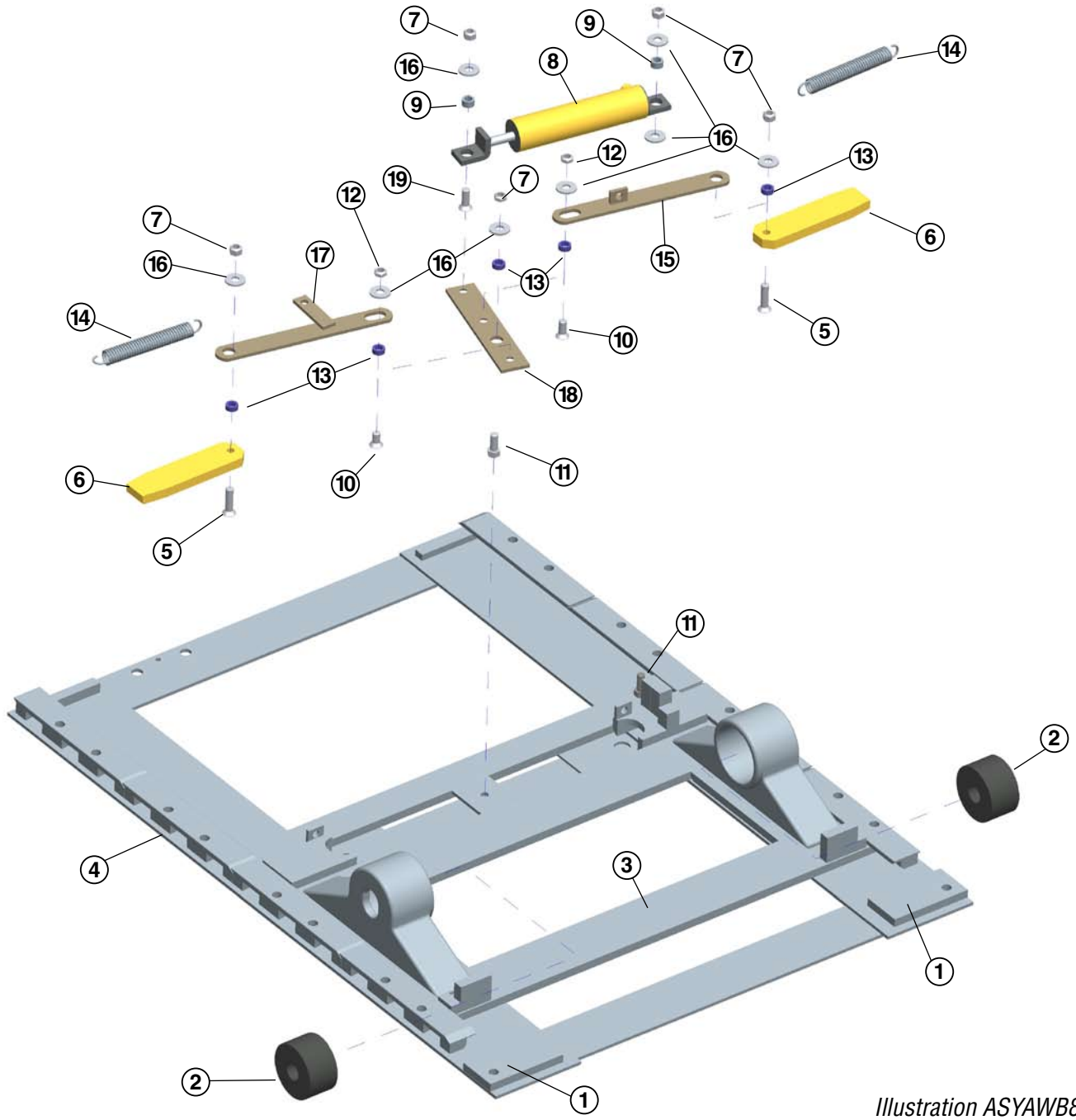


Illustration ASYAWB824

AWB air slide bracket and rails parts schematic

Item No.	Description	Part number	Quantity
1	Rear slide stop	MSC-673	2
2	Bracket bushing (pr.)	BSH-150	1
3	Slide bracket	See slide bracket chart	1
4	Slide rail	See slide rail chart	1
5	Flat head socket, 1/2" -13 x 2", grade 5	BLT-301-5	2
6	Locking wedge (pr.)	LOC-669	1
7	Hex lock nut, 1/2" -13, grade "c"	NUT-303-9	4
8	Air cylinder	CYL-COMP	1
9	Bushing, 7/16"	BSH-115	2
10	Flat head socket, 1/2" -13 x 1", grade 5	BLT-301-2	2
11	Hex head bolt, 1/2" -13 x 1", grade 5	BLT-302-12	2
12	Hex jam nut, 1/2" -13, grade "b"	NUT-303-6	3
13	Bushing, 5/16"	BSH-629	5
14	Locking member spring	SPR-632	2
15	Locking wedge release bar	LOC-664	1
16	Flat washer, 1/2" I.D., 1-3/8" O.D., plain	WSH-304-4	8
17	Locking wedge release bar	LOC-683	1
18	Latching lever	LEV-686	1
19	Flat head socket, 1/2" -13 x 1-1/2", grade 5	BLT-301-3	1

Air slide brackets–AWB

Part No.	Mounted height
BKTAWB6PT*	6-3/4"
BKTAWB7PT	7-3/4"
BKTAWB8PT	8-3/4"
BKTAWB9PT	9-3/4"
BKTAWB10PT	10-3/4"

**For Heavy duty application use BKTAWS6PT.*

Note: Slide brackets include item numbers 5, 6, and 8 thru 22.

Slide rails – AWB

Part No.	Slide travel	Length
SLR12B	12"	42"
SLR16B	16"	46"
SLR20B	20"	50"
SLR24B	24"	54"
SLR36B	36"	66"
SLR48B	48"	78"

Note: Slide rails include item numbers 1 thru 4 and 7.

Bolt kits

Description	Quantity
KIT-SLD-1412	
(12" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	12
NUT-303-3	14
WSH-304-7	28
KIT-SLD-1824	
(24" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	16
NUT-303-3	18
WSH-304-7	36

Description	Quantity
KIT-SLD-2236	
(36" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	20
NUT-303-3	22
WSH-304-7	44
KIT-SLD-2648	
(48" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	24
NUT-303-3	26
WSH-304-7	52

Rebuild kit

Item No.	Description	Quantity
KIT-AWB		
Complete rebuild kit		
5	BLT-301-5	2
6	LOC-669	1
7	NUT-303-9	2
8	CYL-COMP	1
10	BLT-301-2	2
11	BLT-301-12	1
12	NUT-303-6	3
13	BSH-629	5
14	SPR-632	2
15	LOC-664	1
16	WSH-304-4	6
17	LOC-683	1
18	LEV-686	1

ASYMWS824 (8-3/4" height, 24" slide travel shown)

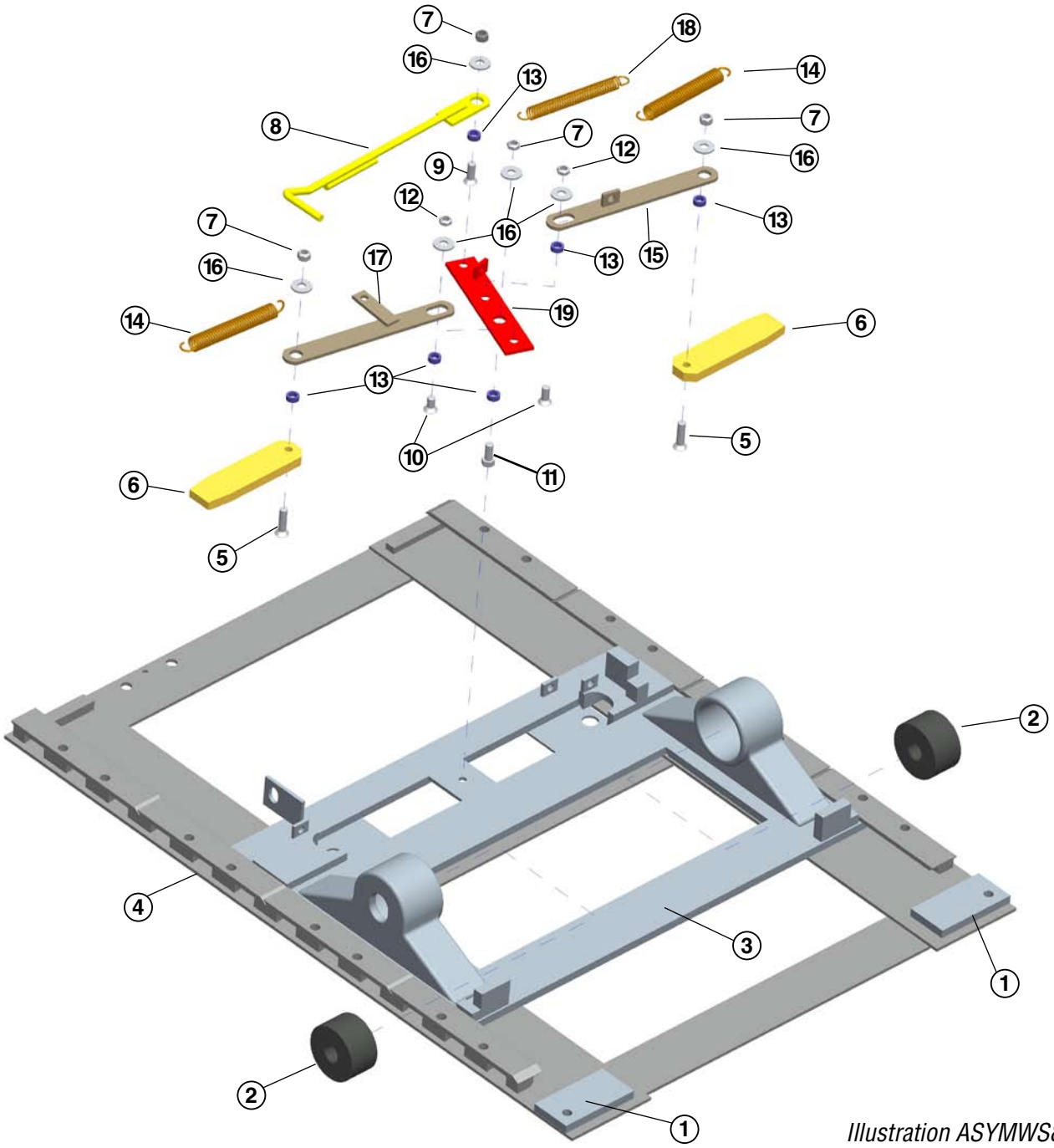


Illustration ASYMWS824

MWS manual slide bracket and rails parts schematic

Item No.	Description	Part number	Quantity
1	Rear slide stop	MSC-673	2
2	Bracket bushing (pr.)	BSH-150	1
3	Slide bracket	See slide bracket chart	1
4	Slide rail	See slide rail chart	1
5	Flat head socket, 1/2" -13 x 2", grade 5	BLT-301-5	2
6	Locking wedge (pr.)	LOC-669	1
7	Hex lock nut, 1/2" -13, grade "c"	NUT-303-9	3
8	Pull handle	PUL-5MWS	1
9	Flat head socket, 1/2" -13 x 1-1/2", grade 5	BLT-301-3	1
10	Flat head socket, 1/2" -13 x 1", grade 5	BLT-301-1	2
11	Hex head bolt, 1/2" -13 x 1", grade 5	BLT-302-11	1
12	Hex jam nut, 1/2" -13, grade "b"	NUT-303-6	3
13	Bushing, 5/16"	BSH-629	6
14	Locking member spring	SPR-632	2
15	Locking wedge release bar	LOC-664	1
16	Flat washer, 1/2" I.D., 1-3/8" O.D., plain	WSH-304-4	6
17	Locking wedge release bar	LOC-683	1
18	Latching lever spring	SPR-233	1
19	Latching lever	lev-663	1

Manual slide brackets– MWS

Part No.	Mounted height
BKTMWS6PT	6-3/4"
BKTMWS7PT	7-3/4"
BKTMWS8PT	8-3/4"
BKTMWS9PT	9-3/4"
BKTMWS10PT	10-3/4"

Note: Slide brackets include item numbers 2, 3 and 5 thru 19.

Slide rails – MWS

Part No.	Slide travel	Length
SLR12B	12"	42"
SLR16B	16"	46"
SLR20B	20"	50"
SLR24B	24"	54"
SLR36B	36"	66"
SLR48B	48"	78"

Note: Slide rails include item numbers 1 and 4.

Bolt kits

Description	Quantity
KIT-SLD-1412	
(12" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	12
NUT-303-3	14
WSH-304-7	28
KIT-SLD-1824	
(24" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	16
NUT-303-3	18
WSH-304-7	36

Description	Quantity
KIT-SLD-2236	
(36" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	20
NUT-303-3	22
WSH-304-7	44
KIT-SLD-2648	
(48" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	24
NUT-303-3	26
WSH-304-7	52

ASYAWS624 (6-3/4" height, 24" slide travel shown)

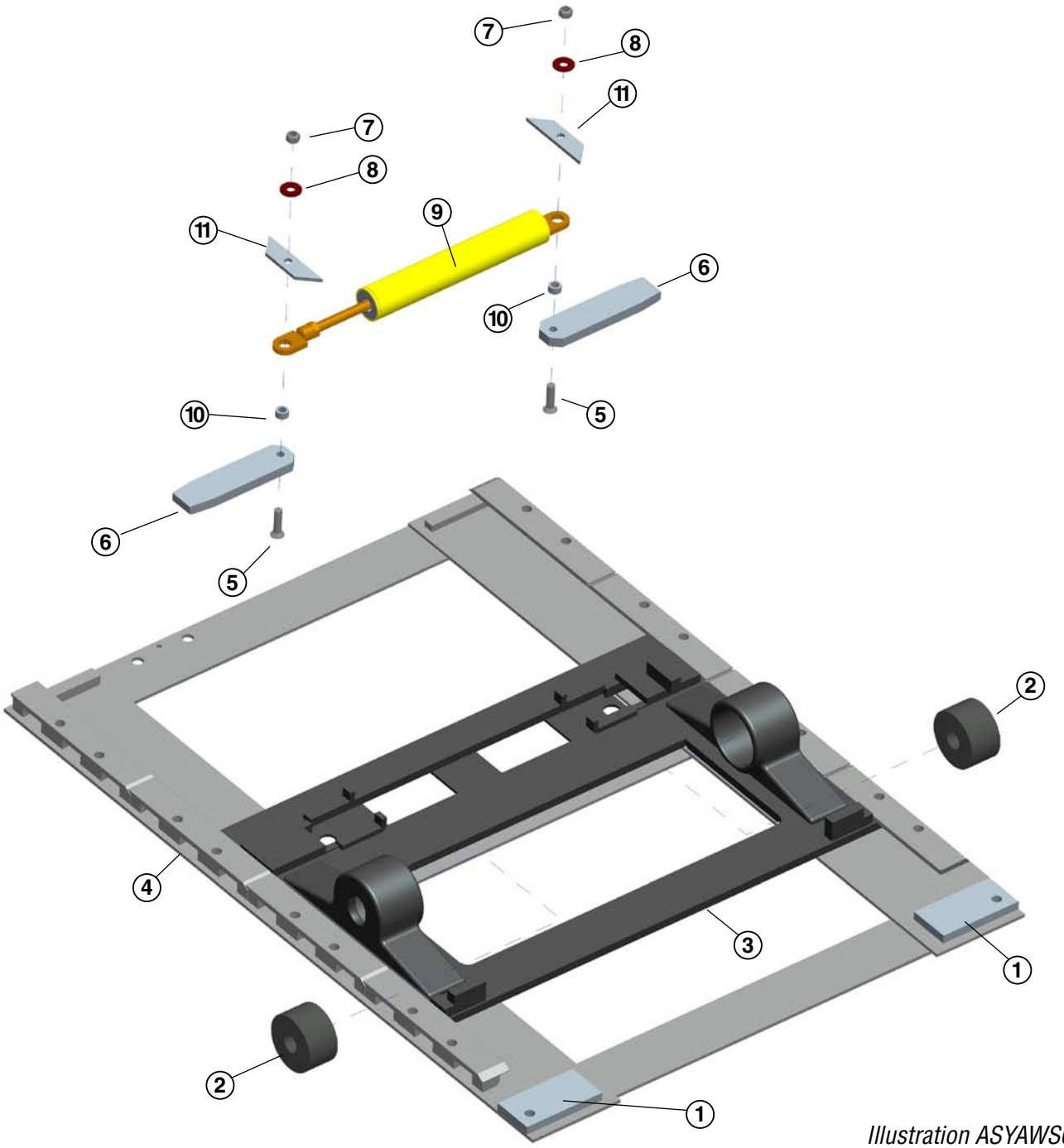


Illustration ASYAWS624

AWS low mount air slide bracket and rails parts schematic

Item No.	Description	Part number	Quantity
1	Rear slide stop	MSC-673	2
2	Bracket bushing (pr.)	BSH-150	1
3	Slide bracket	See slide bracket chart	1
4	Slide rail	See slide rail chart	1
5	Flat head socket, 1/2" -13 x 2", grade 5	BLT-301-5	2
6	Locking wedge (pr.)	LOC-669	1
7	Hex lock nut, 1/2" -13, grade "c"	NUT-303-9	2
8	Flat washer, 1/2" I.D., 1-3/8: O.D., plain	WSH-304-4	2
9	Air cylinder	CYL-5AWS-2	1
10	Bushing, 7/16"	BSH-115	2
11	Locking wedge support bar	BAR-610-4	2

Bolt kits

Description	Quantity
KIT-SLD-1412	
(12" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	12
NUT-303-3	14
WSH-304-7	28
KIT-SLD-1824	
(24" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	16
NUT-303-3	18
WSH-304-7	36

Description	Quantity
KIT-SLD-2236	
(36" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	20
NUT-303-3	22
WSH-304-7	44
KIT-SLD-2648	
(48" Slide bolt kit)	
BLT-302-25	2
BLT-302-27	24
NUT-303-3	26
WSH-304-7	52

Air slide brackets–AWS

Part No.	Mounted height
BKTAWS6PT *	6-3/4"

** This low mount assembly currently uses an AWS bracket for heavy duty top plates. AWB brackets are used for mounting heights above 6-3/4".*

Note: Slide brackets include item numbers 2, 3 and 5 thru 11.

Slide rails – AWS

Part No.	Slide travel	Length
SLR12B	12"	42"
SLR16B	16"	46"
SLR20B	20"	50"
SLR24B	24"	54"
SLR36B	36"	66"
SLR48B	48"	78"

Note: Slide rails include item numbers 1 and 4.

FONTAINE PARTS CONNECTION

ASYAWX924 (9-1/2" height, 24" slide travel shown)

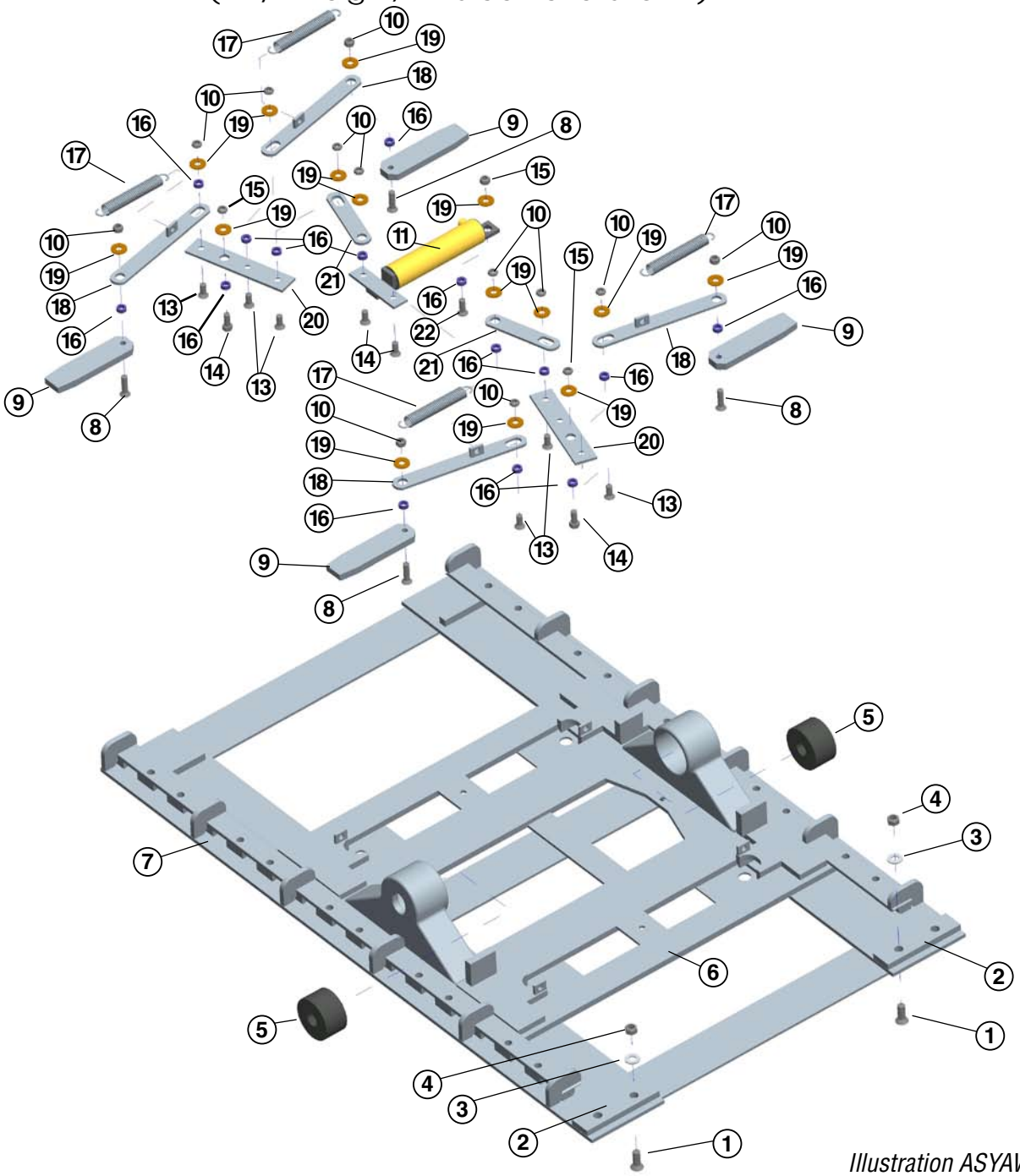


Illustration ASYAWX924

AWX air slide bracket and rails parts schematic

Item No.	Description	Part number	Quantity
①	Flat head socket, 5/8" -11 x 1-3/4",grade 5	BLT-301-12	2
②	Slide Stop	msc-385	2
③	Flat washer, 5/8",plain	WSH-304-5	2
④	Lock nut, 5/8" -11, grade "b"	NUT-303-3	2
⑤	Bracket bushing (pr.)	BSH-150	1
⑥	Slide bracket	See slide bracket chart	1
⑦	Slide rail	See slide rail chart	1
⑧	Flat head socket, 1/2" -13 x 2", grade 5	BLT-301-5	4
⑨	Locking wedge (pr.)	LOC-669	2
⑩	Hex lock nut, 1/2" -13, grade "c"	NUT-303-9	12
⑪	Air cylinder	CYL-XAWX	1
⑫	Bushing , 7/16"	BSH-115	1
⑬	Flat head socket, 1/2" -13 x 1", grade 5	BLT-301-1	6
⑭	Hex head bolt, 1/2" -13 x 1", grade 5	BLT-302-11	4
⑮	Hex jam nut, 1/2" -13, grade "b"	NUT-303-6	3
⑯	Bushing, 5/16"	BSH-629	14
⑰	Locking member spring	SPR-632	4
⑱	Locking wedge release bar	LOC-664	4
⑲	Flat washer, 1/2" I.D., 1-3/8" O.D., plain	WSH-304-4	15
⑳	Latching lever	LEV-601	2
㉑	Locking wedge connector bar	BAR-596	2
㉒	Hex head bolt, 1/2" -13 x 1-1/2", grade 5	BLT-302-13	1

Air slide brackets – XAWX

Part No.	Mounted height
BKTAWX9PT	9-1/2"
BKTAWX10PT	10-1/2"
BKTAWX11PT	11-1/2"

Note: Slide brackets include item numbers 5, 6, and 8 thru 22.

Slide Rails – XAWX

Part No.	Slide travel	Length
SLR12X	12"	54"
SLR24X	24"	66"
SLR36X	36"	78"
SLR48X	48"	90"

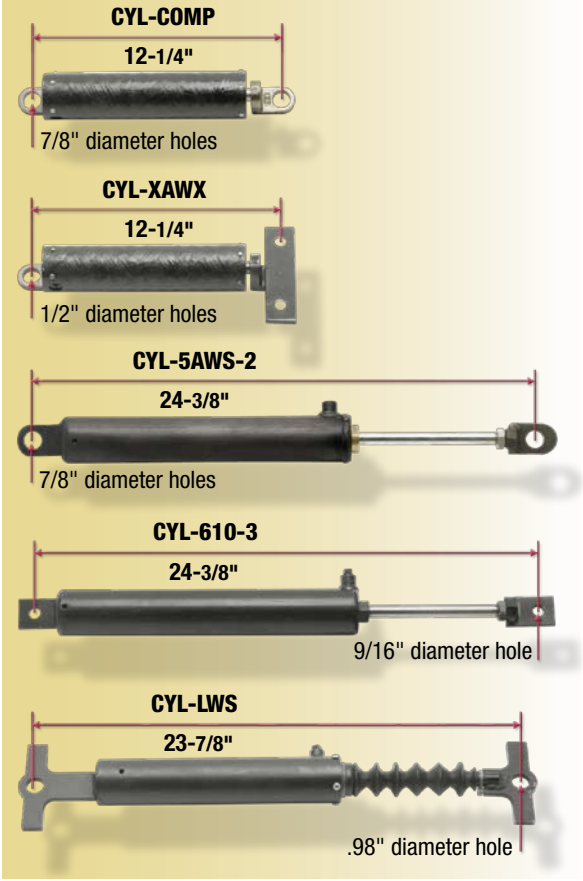
Note: Slide rails include item numbers 1 thru 4 and 7.

Bolt kits

Description	Quantity
KIT-XLD-1812	
(12" XHD Slide bolt kit)	
BLT-302-36	2
BLT-302-38	16
NUT-303-7	18
WSH-304-10	36
KIT-XLD-2224	
(24" XHD Slide bolt kit)	
BLT-302-36	2
BLT-302-38	20
NUT-303-7	22
WSH-304-10	44

Description	Quantity
KIT-XLD-2636	
(36" XHD Slide bolt kit)	
BLT-302-36	2
BLT-302-38	24
NUT-303-7	26
WSH-304-10	52
KIT-XLD-3048	
(48" XHD Slide bolt kit)	
BLT-302-36	2
BLT-302-38	28
NUT-303-7	30
WSH-304-10	60

Air cylinders for air slide brackets



Fontaine Frequently Asked Questions (FAQ)

How do I measure a fifth wheel? ..... Sec E: 2

What about cold weather? ..... Sec E: 2

How do I find my serial number? ..... Sec E: 2

Which fifth wheel is best for my application? ..... Sec E: 2

Can worn bracket bushings be replaced under warranty? ..... Sec E: 2

How much stationary jaw wear is allowed until rebuilding the fifth wheel will not eliminate slack/movement between the trailer kingpin and locking mechanism? ..... Sec E: 3

How can I tell if fifth wheel is locked? ..... Sec E: 3

What is allowed vertical movement between fifth wheel plate and mounting plate? ..... Sec E: 4

What is allowed horizontal (side to side) movement between fifth wheel plate and mounting base? ..... Sec E: 4

What is allowed vertical movement between slide rail and slide bracket? ..... Sec E: 4

What is allowed horizontal (side to side) movement between slide rail and slide bracket? ..... Sec E: 4

What is the recommended maintenance procedure? ..... Sec E: 5

What is the difference between wedge-stop rod and knock-out rod? ..... Sec E: 5

What if my fifth wheel is hard to open? ..... Sec E: 5

How do the primary and secondary locks work on the type of wheel I have? ..... Sec E: 5

Can I change the height of my fifth wheel? ..... Sec E: 5

How much wear is allowed for a kingpin? ..... Sec E: 5

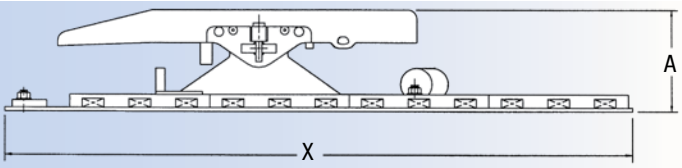
How much wear is allowed on the bracket pins? ..... Sec E: 5

How much wear is allowed on the bearing pocket? ..... Sec E: 5

Training ..... Sec E: 6

Warranty ..... Sec E: 6-7

How do I measure a fifth wheel?



The installed height of all Fontaine models is measured from the top of the truck frame to the top of the fifth wheel. For standard models dimension "A" is a part of the model number. For example, if dimension "A" in this diagram is 7.75 inches, it would appear in the model number as 7750 (Example: SL7ATB**7750**24).

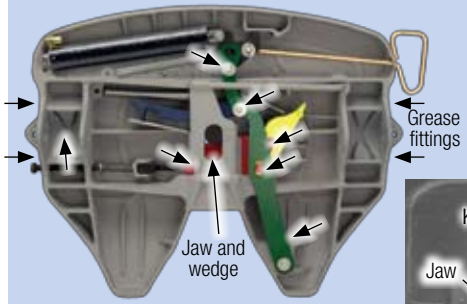
To determine the length of travel on a sliding fifth wheel, measure the slide rail and deduct 30 inches from the "X" dimension (for Xtra® heavy duty models deduct 42 inches). For example, if dimension "X" above measures 54 inches, deduct 30 inches, leaving 24 inches of actual slide travel. For standard models this dimension is a part of the model number: SL7ATB7750**24**).

What about cold weather?

When the temperature drops below freezing, Fontaine recommends a thorough cleaning of the latching mechanism using a suitable cleaner or degreaser. Lubricate the fifth wheel prior to opening and closing. Refer to figures below. Open and close the fifth wheel several times to distribute the grease. Fontaine suggests the use of a moly-based lubricant such as Mobilgrease XHP320 or equivalent. Areas or regions that experience extreme and/or prolonged freezing temperatures should consider using a less viscous substance such as: 90-weight oil, diesel fuel, kerosene, motor oil, etc. Fontaine recommends contacting your specific lubricant manufacturer for guidelines on mixing compatibility of any lubricant.

No-Slack® (6000/7000/7000CC)

Clean, oil and grease all moving parts (see arrows).



5092

See page Sec B: 5

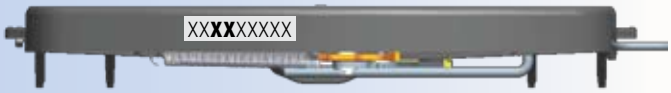
3000

See page Sec C: 5

Separate jaw and wedge with screw driver and grease full length.

How do I find my serial number?

Old style serial number (before 11/27/00). Serial number located on small rectangular tag on front of top plate. Note: position 3 and 4 of the serial number indicates the year built.



No-Slack® front view

New style serial number (after 11/27/00). Serial number engraved directly into the right side of fifth wheel skirt. Note: position 5 and 6 of the serial number indicates the year built.

No-Slack® right side view

Serial number engraved directly into the left side of fifth wheel skirt. Note: position 5 and 6 of the serial number indicates the year built.

3000 left side view

Which fifth wheel is best for my application?

Fontaine has an application guide (LT-076) that can be obtained on our website or by calling Fontaine Parts Connection.

Can worn bracket bushings be replaced under warranty?

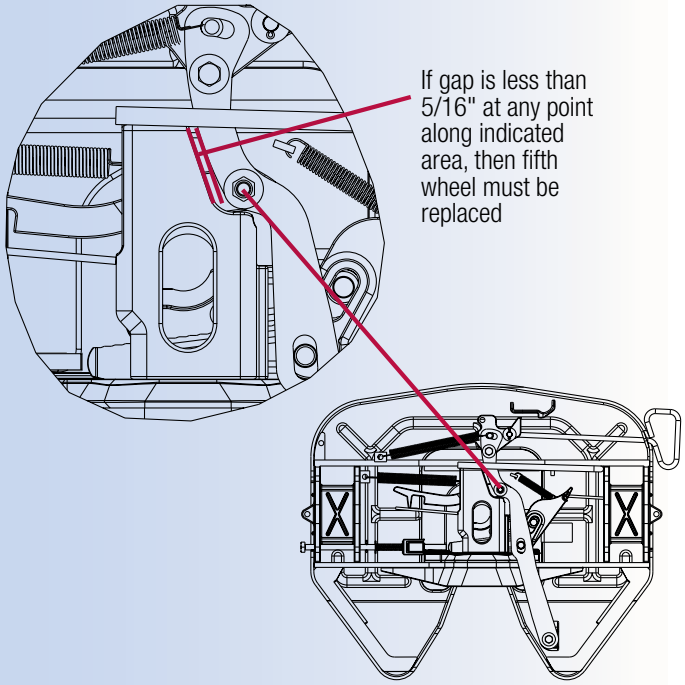
No. Bracket bushings are a wear item and therefore not warrantable. The bushings are not a structural component. They help reduce negative load stresses that can be harmful to the fifth wheel assembly and keep the bracket pins from making unnecessary noise from vibrations.

How much stationary jaw wear is allowed until rebuilding the fifth wheel will not eliminate slack/ movement between the trailer kingpin and locking mechanism on 6000/7000 series models?

After determining the fifth wheel is in need of rebuilding, install the appropriate genuine rebuild kit. Using the following steps, test the fifth wheel:

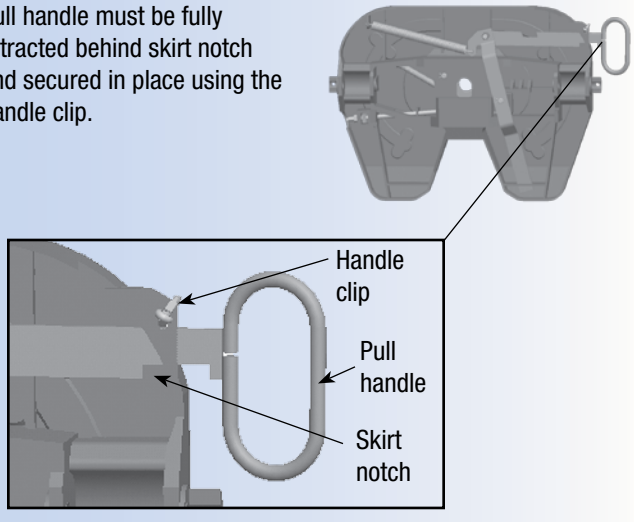
1. Insert a 2" test kingpin or plug.

2. With the fifth wheel in the fully closed position, use the illustration below to determine if the unit is within usable specifications.



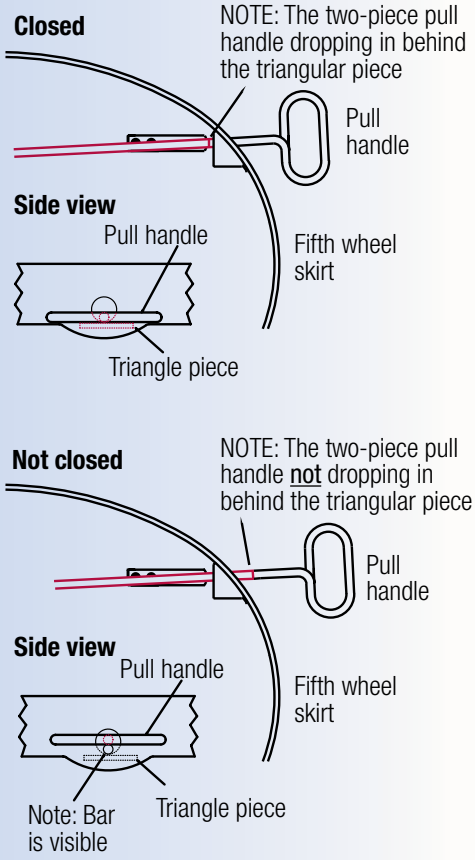
How can I tell if a 3000 wheel is locked?

Pull handle must be fully retracted behind skirt notch and secured in place using the handle clip.



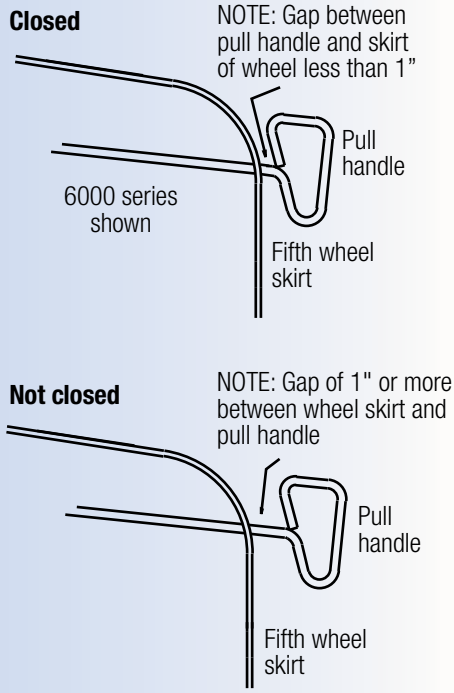
How can I tell if a 5000/5092 wheel is locked?

If the wheel is a No-Slack® 5000 or 5092 series the locking jaw and wedge should be across the throat of the wheel. In addition, the bottom section of the two-piece pull handle should be in and down behind the triangular piece located just inside the fifth wheel skirt.



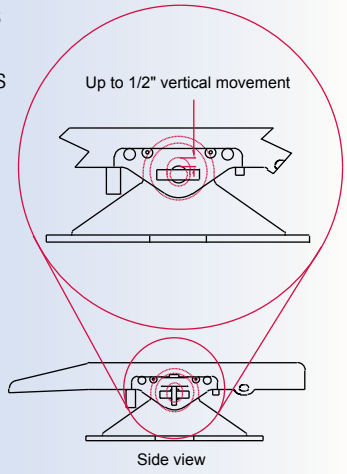
How can I tell if a 6000/7000/7000CC wheel is locked?

If the wheel is a No-Slack® 6000/ 7000/7000CC series the locking jaw and wedge must be across the throat of the wheel. In addition, the pull handle must be within 1" of the skirt of the wheel. The pull handle should be used as a positive lock indicator.


Closed
NOTE: Gap between pull handle and skirt of wheel less than 1”
Pull handle
6000 series shown
Fifth wheel skirt
Not closed
NOTE: Gap of 1" or more between wheel skirt and pull handle
Pull handle
Fifth wheel skirt

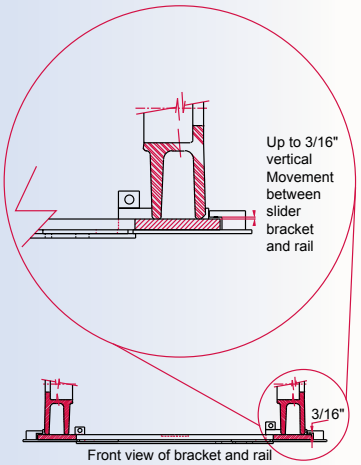
What is allowed vertical movement between fifth wheel plate and mounting plate?

Up to 1/2" vertical movement is possible. This movement helps to reduce negative load stresses that can be harmful not only to the fifth wheel assembly, but to the truck frame also. This feature can only be found on Fontaine products.



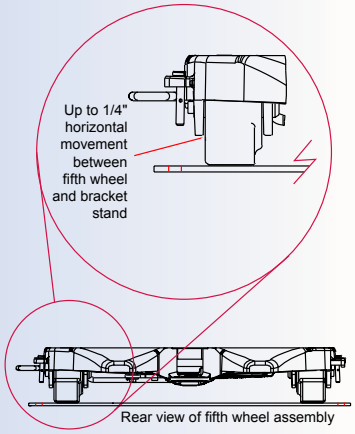
What is allowed vertical movement between slide rail and slide bracket?

Up to 3/16" vertical movement is possible. Any movement beyond the specified dimension may be due to wear or another issue. Steps should be taken to determine the cause. This dimension is to be used as a reference for service criteria only. For DOT out of service criteria, please consult the following website www.cvsa.org



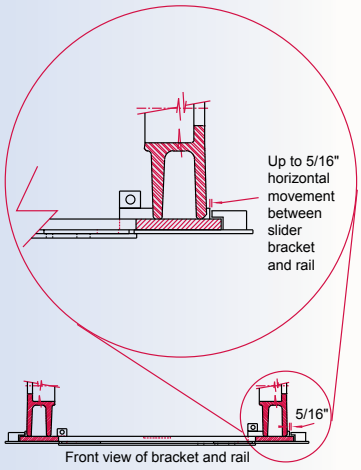
What is allowed horizontal (side to side) movement between fifth wheel plate and mounting base?

Up to 1/4" horizontal (side to side) movement is possible. Any movement beyond the specified dimension may be due to wear or another issue. Steps should be taken to determine the cause. This dimension is to be used as a reference for service criteria only. For DOT out of service criteria, please consult the following website www.cvsa.org



What is allowed horizontal (side to side) movement between slide rail and slide bracket?

Up to 5/16" horizontal (side to side) movement is possible between the slide rail and slide bracket. Any movement beyond the specified dimension may be due to wear or another issue. Steps should be taken to determine the cause. This dimension is to be used as a reference for service criteria only. For DOT out of service criteria, please consult the following website www.cvsa.org



What is the recommended maintenance procedure?

For No-Slack and 3000 models, recommended maintenance is at least every 90 days or 30,000 miles. All recommended practices are located in the Fifth Wheel Handbook supplied with every unit shipped or may be obtained by ordering from Fontaine. For 3000 models, lubrication is recommended every 6 weeks or 15,000 miles.

What is the difference between wedge-stop rod and knock-out rod

The wedge-stop rod serves as a slack adjustment and a knock-out rod. A knock-out rod serves only as a emergency release in case the wheel should ever bind up. Both type protrude through the side of the wheel opposite the side of the pull handle. The adjustable type requires a 1/4" gap between the tip of the locking wedge and the tip of the wedge-stop rod when coupled to a 2" diameter pin. Proper adjusting can be achieved by turning the hex head bolt counter clock wise to increase the gap or clockwise to decrease the amount of gap. The 1/4" will allow the lock to automatically compensate for reasonable variances in kingpin wear. The non-adjustable type will resemble a rivet head or carriage bolt type head. This type is self adjusting and will stay in constant contact with the tip of the locking wedge when the wheel is in the closed position. Both of these are spring loaded and may be struck with a hammer in the event the unit will not release when trying to uncouple from a trailer.

What if my fifth wheel is hard to open?

Make sure a pre-service lubrication has completed before unit is out in service. Make sure the driver is backing tight against the trailer after setting the trailer brakes. This will reduce any tension or pressure on the locking jaw and wedge. DO NOT dump chassis air bags before uncoupling from trailer. Make sure the wedge-stop rod is properly set to the recommended gap. Make sure the truck and trailer are not in a bind or twist (No daylight between top plate and trailer plate). Check for any lower mount obstructions or interference underneath the wheel. Check for damage to the fifth wheel. See troubleshooting chart on back cover.

How do the primary and secondary locks work on the type of wheel I have?

The No-Slack® 5000/5092 and 6000/7000/7000CC model wheels carry the similar primary locks. The primary lock is the jaw and wedge itself. Between the mating surfaces of the two are small serrations. The geometry of the serrations keeps the wheel from being able to come open when the wheel is in the fully closed position.

5000/5092 models carry a two-piece pull handle in which the bottom section when fully closed will drop in and down behind a small triangular piece located just inside the skirt of the wheel. This serves as a secondary lock.

6000/7000/7000CC models have a slightly different feature to serve as a secondary lock. A rotating latch located on the front on the operating handle serves as a positive stop which will only release when activated by the pull handle. The use of the pull handle allows the latch to rotate enough to bypass its stop and open the wheel. If the pull handle is against the skirt of the wheel after coupling the secondary latch should be engaged. ALWAYS BE SURE TO CHECK THE PRIMARY AND SECONDARY LOCKS AFTER COUPLING.

Can I change the height of my fifth wheel?

Changing fifth wheel height can be as simple as changing the brackets. It all depends on the type of application, style of fifth wheel and the type of existing base. These factors will determine just how high or low you can go.

How much wear is allowed for a kingpin?

Worn kingpins can cause various problems. It is recommended that kingpins with .080" of wear (1.920" minimum diameter) be refurbished or replaced because of the potential premature wear or damage that the wheel may incur. DOT out of service criteria is .125" (1.875" minimum diameter). Order kingpin gauge part # MSC-GAUGE.

How much wear is allowed on the bracket pins?

Any visible wear that allows the fifth wheel to exceed the 1/2" maximum vertical movement between the wheel and base stand or any apparent deformation or material separation requires the pins to be replaced.

How much wear is allowed on the bearing pocket?

If wear is evident at any point in the bearing pocket channel that does now allow lubricant to flow evenly, then steps should be taken to ensure the unit is discarded. **Failure to do so will cause damage to the mounting bracket stands.**

Good pocket channel

Worn pocket channel

- Hands on training – Call to schedule! Includes rebuild, adjustment and general operation of fifth wheel. Also includes maintenance, safety and driver classes.
- Training CD's – Covering all aspects of fifth wheel plus proper coupling/uncoupling instructions.
- Website training – Ability to log on to Fontaine web site and access Q&A tests designed to measure product knowledge level. Feedback from tests help create a more focused training program.
- Web-based training

Your Fifth Wheel Technology Leader
FONTAINE INTERNATIONAL
Training Module 1
Fontaine Fifth Wheel Product Identification
9. Which top plate series (after 11/27/00) has the serial number engraved directly into the right side of fifth wheel skirt. Note: position 5 and 6 of the serial number indicates the year built.
A No-Slack® II (6000/7000/C7000) and No-Slack (H5092 or X5092)
B 3000
C ATB
D LWS
DVD
FONTAINE

No-Slack® Limited Warranty

Basic Limited Warranty

Fontaine International, Inc. (Fontaine) warrants each No-Slack® (5092, 6000, 7000 and 7000 Clean Connect series) fifth wheel sold in North American on or after January 1, 2004 to be free from defects in material and workmanship for five years from date of sale, but does not cover failures due to:

1. Use in loads that are beyond federal, state and provincial highway limits or in special overweight load permits.
2. Improper installation of fifth wheel.
3. Normal wear.
4. Accident.
5. Improper application.
6. Misuse, alteration or negligence.
7. Failure to properly maintain the fifth wheel.
8. Inadequate repairs or alterations that, in Fontaine's judgment, adversely affect the fifth wheel's performance or reliability.

Fontaine cannot guarantee the service life of any fifth wheel since service life can vary with application, usage, maintenance, environment, and other factors beyond Fontaine's control.

Limited Performance Warranty

Fontaine warrants the performance of each No-Slack® (5092, 6000, 7000 and 7000 Clean Connect series) fifth wheel sold in North America on or after January 1, 2004 that is used in a "standard duty application" for five years from the date of sale. A "standard duty application" requires that (i) the vehicle is used 100% on highways with more than 30 miles between each stop, (ii) the vehicle does not exceed a gross combined vehicle weight of 95,000 lbs. (43,000 kilograms), (iii) the total number of towed axles does not exceed two and (iv) the road type is maintained concrete or asphalt.

Fontaine warrants that each fifth wheel covered hereunder shall operate as described in the Fontaine Instruction Handbook, and the locking mechanism (jaw & wedge) will wear properly on the trailer kingpin when the fifth wheel is adjusted in accordance with the manufactures specifications.

Fontaine fifth wheels are designed and manufactured for use with SAE 2" trailer kingpins that conform to SAE specification (SAE J700, February 1993) and are subject to the wear limits of SAE specification (SAE J2228, June 1993).

Low Lube Specific Warranty

Fifth wheel lube free components are warranted for two years unlimited mileage per "standard duty application" requirements as listed.

Replacement of Parts and Repairs

Authorization from Fontaine must be obtained before replacing or returning any part under this Limited Warranty.

If the fifth wheel does not perform as warranted in this Limited Warranty, or if there is any defect in the material or workmanship covered by this Limited Warranty, Fontaine will, at its option, provide the buyer with parts or reimburse the buyer for parts at its reasonable acquisition cost, up to the amount of the original suggested retail price. Further, Fontaine will cover labor cost in repairing the fifth wheel as long as the labor rate is reasonable and the repair time does not exceed Fontaine's Standard Rate Time chart. Fontaine may require the unit or part to be returned to Fontaine's factory or a Fontaine authorized representative for evaluation. All freight to and from Fontaine or a Fontaine authorized representative must be prepaid.

This is Fontaine's only warranty. Fontaine makes no other warranty of any kind, expressed or implied. All implied warranties or merchantability and/or fitness for a particular purpose are hereby disclaimed by Fontaine and excluded. This Limited Warranty may not be changed except in writing by an authorized officer of Fontaine. Any action for any alleged breach of this Limited Warranty must be commenced within one year after such alleged breach occurred or shall be forever barred.

The remedies stated above shall be exclusive for any and all claims by the original user, or anybody claiming through the original user, against Fontaine, whether based on contract, negligence, tort, or any other theory. **In no event shall Fontaine be liable for any incidental or consequential damages, losses, or expenses.**

This limited warranty gives the buyer specific legal rights, and buyer may also have other rights, which may vary depending on the state, province or country where the truck is registered.

3000 Series Limited Warranty

Basic Limited Warranty

Fontaine International, Inc. (Fontaine) warrants each 3000 series fifth wheel to be free from defects in material and workmanship for five years from date of sale, but does not cover failures due to:

1. Use with loads greater than the rated fifth wheel capacity.
2. Use in loads that are beyond federal, state and provincial highway limits, or in special overweight load permits.
3. Improper installation of fifth wheel (see the Fontaine 3000 Series Instruction Handbook for proper installation procedures – booklet LT-103).
4. Normal wear.
5. Accident.
6. Improper application.
7. Misuse, alteration or negligence.
8. Failure to properly maintain the fifth wheel (see the Fontaine 3000 Series Instruction Handbook for proper installation procedures – booklet LT-103).
9. Inadequate repairs or alterations that, in Fontaine's judgment, adversely affects the fifth wheel's performance or reliability.

Fontaine cannot guarantee the service life of any fifth wheel since service life can vary with application, usage, maintenance, environment, and other factors beyond Fontaine's control.

Limited Performance Warranty

Fontaine warrants the performance of each 3000 series fifth wheel that is used in a "standard duty application," for five years from the date of sale. A "standard duty application" requires that (i) the vehicle is used 100% on highways with more than 30 miles (48.3km) between each stop, (ii) the vehicle does not exceed a gross combined vehicle weight of 95,000 lbs. (43,000 kilograms), (iii) the total number of towed axles does not exceed two and (iv) the road type is maintained concrete or asphalt.

Fontaine warrants that each fifth wheel covered hereunder shall operate as described in the Fontaine Instruction Handbook, and the locking mechanism (rotating locking jaw and locking wedge) will wear properly on the trailer kingpin when the fifth wheel is adjusted in accordance with the manufacturers specifications (see LT-103 Handbook).

Fontaine wheels are designed and manufactured for use with SAE 2" (50.8mm) trailer kingpins that conform to SAE specification (SAE J700, February 1993) and are subject to the wear limits of SAE specification (SAE J2228, June 1993).

Replacement of Parts and Repairs

Authorization from Fontaine must be obtained before replacing or returning any part under this Limited Warranty.

If the fifth wheel does not perform as warranted in this Limited Warranty, or if there is any defect in the material or workmanship covered by this Limited Warranty, Fontaine will, at its option, provide buyer with parts or reimburse the buyer for parts at its reasonable acquisition cost, up to the amount of the original suggested retail price. Further, Fontaine will cover labor cost in repairing the fifth wheel as long as the labor rate is reasonable and the repair time does not exceed Fontaine's Standard Rate Time chart.

Fontaine may require the unit or part to be returned to Fontaine's factory or a Fontaine authorized representative for evaluation. All freight to and from Fontaine or a Fontaine authorized representative must be prepaid.

This is Fontaine's only warranty. Fontaine makes no other warranty of any kind, expressed or implied. All implied warranties or merchantability and/or fitness for a particular purpose are hereby disclaimed by Fontaine and excluded. This Limited Warranty may not be changed except in writing by an authorized officer of Fontaine. Any action for any alleged breach of this Limited Warranty must be commenced within one year after such alleged breach occurred or shall be forever barred.

The remedies stated above shall be exclusive for any and all claims by the original user, or anybody claiming through the original user, against Fontaine, whether based on contract, negligence, tort, or any other theory. **In no event shall Fontaine be liable for any incidental or consequential damages, losses, or expenses.**

This limited warranty gives the buyer specific legal rights, and buyer may also have other rights, which may vary depending on the state, province or country where the truck is registered.

Note: This warranty is subject to revision without notice.

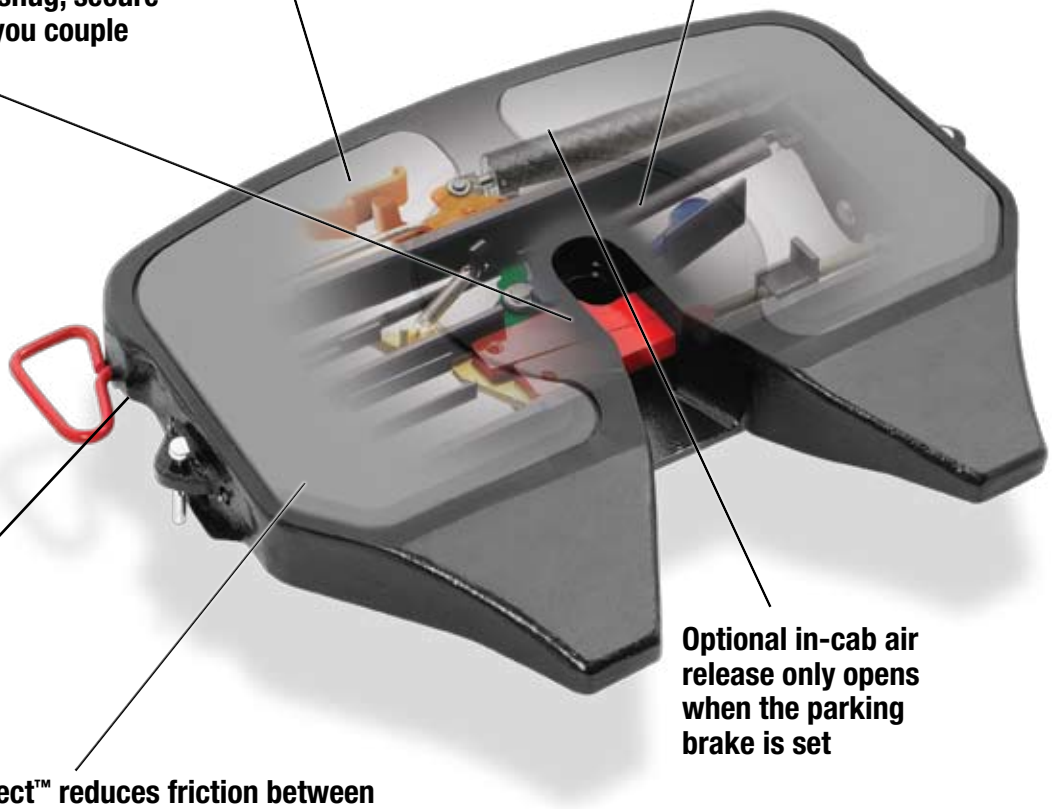
Fontaine No-Slack®

The world's only self-adjusting fifth wheel lock

Patented safety trigger eliminates high-hitching to reduce tractor, trailer and tire damage

Patented secondary lock provides added safety and security

Patented No-Slack® lock is self-adjusting to give you a snug, secure connection every time you couple



StraightShot™ pull handle is the easiest to operate in the industry– no complicated opening sequence to remember

Steel construction with 28% larger surface contact area for greater strength and stability

Optional in-cab air release only opens when the parking brake is set

Clean Connect™ reduces friction between the top plate and the trailer plate which improves steering and increases tire life (available on 7000CC series)